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presented to the
Celand Stanford Junior University
by Timothy Hopkins.



1712

The Hopkins Library
presented to the
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1500

SENATE.....

.....No. 3.

A

ANNUAL REPORTS

OF THE

RAILROAD CORPORATIONS

IN THE

STATE OF MASSACHUSETTS,

=

FOR

1852.

TO WHICH IS ADDED

AN ABSTRACT OF SAID RETURNS,

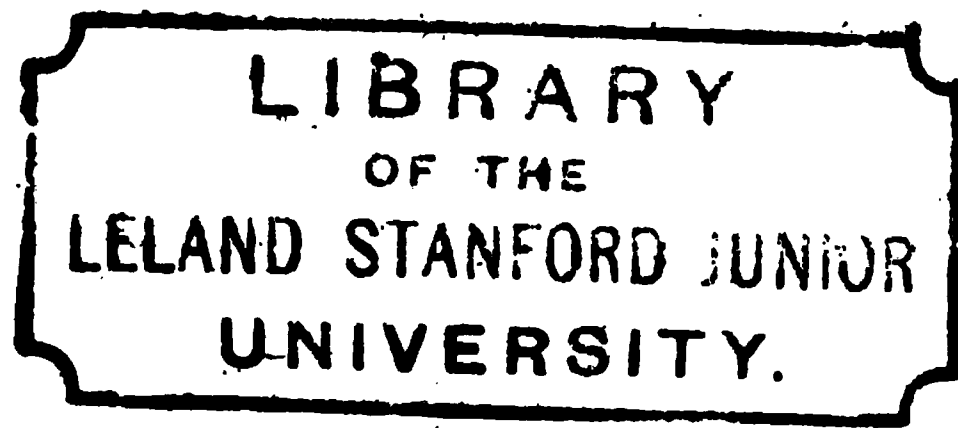
PREPARED BY THE

SECRETARY OF THE COMMONWEALTH.

BOSTON:

WHITE & POTTER, PRINTERS TO THE STATE.

1853.



A. 333

RAILROAD CORPORATIONS.

FIRST ANNUAL REPORT

OF THE

AGRICULTURAL BRANCH RAILROAD COMP'Y.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts:

The Directors of the Agricultural Branch Railroad Company would respectfully represent, that by an act of the last Legislature, extending said railroad from the terminus in Northborough, to some point on the Fitchburg and Worcester Railroad in Sterling, they are required to obtain a further subscription to the capital stock of said company, amounting in the whole to at least four hundred and fifty thousand dollars, to enable them to construct their road from the Boston and Worcester Railroad, or some branch thereof, in Framingham, to the Fitchburg and Worcester Railroad in Sterling.

That since the passage of said act, they have caused surveys, plans, and estimates to be made, but that the final location has not been determined upon, and filed in the office of the Secretary of the Commonwealth: That the subscription to the capital stock is in progress, and that from the present condition and prospects, they think they are warranted in expressing a confidence that the construction of the road will be commenced the ensuing season. They think proper to add, that they have full confidence in the benefits to be derived to the public from the accomplishment of this enterprise, as well as to the individuals directly upon the line of this road.

IVERS PHILLIPS.

CYRUS GALE.

SULLIVAN FAY.

ALBERT BALLORD.

WILLIAM H. HOWE.

DEXTER FAY.

ANSON RICE.

LEWIS FAY.

January 1, 1853.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 15th, 1853.* Then personally appeared, the above named Ivers Phillips, Cyrus Gale, Sullivan Fay, Albert Ballord, and William H. Howe, and severally made oath that the above was true.

Before me, FRANCIS BRINLEY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. *January 17th, 1853.* Then personally appeared, the above named Dexter Fay, Anson Rice, and Lewis Fay, and severally made oath that the above Report, by them subscribed, is true.

Before me, DAVID ALDEN, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
AMHERST AND BELCHERTOWN RAILROAD
COMPANY.

Since the first annual report, the Directors have caused a definite location of the first section of their road, extending from Palmer, in the county of Hampden, to the village of Amherst, in the county of Hampshire, to be made; and that part of it which lies within the county of Hampden to be filed in the office of the County Commissioners of the county of Hampden, and that part of it which lies within the county of Hampshire, to be filed in the office of the County Commissioners of the county of Hampshire.

On the twenty-third day of April last, they also filed in the office of the Secretary of State the certificate which, by the charter of the company, they were required to file, before they were authorized to commence the construction of the first section of their said road, and proceeded to make a contract for the construction of said first section, and to be fully completed and ready for use within one year from and after the third day of February last.

The work has been vigorously prosecuted, and large amounts have been paid on the subscriptions for stock, and collections are making thereon daily; and it is hoped that the balance due on subscriptions will be soon paid, and the road be in readiness to operate, at the earliest day practicable.

The land damages have been, to a considerable extent, settled.

The state of the work—constructing the road, and the necessary buildings and fixtures, and the constantly varying state of the accounts, as the work progresses towards completion, render a detailed report, within the time required by law, impracticable.

Before the time for making the next annual report, it is confidently expected that the first section of their road, from Palmer to the village of Amherst, will be completed and in full operation, and that a minute and detailed report may then be made. It is hoped, also, that within the time limited by their charter for the location of the remaining section of the road, extending from Amherst to the Vermont and Massachusetts Rail-

6 AMHERST & BELCHERTOWN RAILROAD. [Jan.

road at "Grout's Corner," in Montague, may be made and filed in the offices of the County Commissioners of the proper counties.

All which is respectfully submitted.

LUKE SWEETSER,
HENRY P. HAVEN,
ITHAMAR CONKEY,
JOSEPH BROWN,
EDWARD DICKINSON,

Directors of the Amherst and Belchertown Railroad Co.

HAMPSHIRE COUNTY, ss. *December 23, 1852.* Then personally appeared, Luke Sweetser, Henry P. Haven, Ithamar Conkey, Joseph Brown, and Edward Dickinson, and severally made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

E. G. BOWDOIN, *Justice of the Peace.*

FOURTEENTH ANNUAL REPORT
OF THE
BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$600,000 00
Increase of capital since last report,	None.	
Capital paid in per last report,		600,000 00
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		600,000 00
Funded debt, per last report,	None.	
Funded debt paid since last report,	None.	

COST OF ROAD AND EQUIPMENT.

[Under lease. See former Reports.]

For locomotives paid during the past year,	}	\$42,000 00
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,	}	7,200 00
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		49,200 00
For merchandise cars, paid during the past year,	}	50,800 00
Total amount expended for merchandise cars,		
		100,000 00
For engineering, paid during the past year,		All kept in repair by lessees.

CHARACTERISTICS OF ROAD.

Length of road,	21 miles, 11 chains.
Length of double main track,	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Weight of rail per yard in main road,	56 lbs.
Maximum grade, with its length in branch road,	40 ft. 1 m. 16 ch.
Shortest radius of curvature, with length of curve in main road,	872 to 1,090—1 m. 2 ch.
Number of public ways crossed at grade,	Twenty-three.
Number of railroads crossed at grade,	None.
Way stations for express trains,	No express trains.
Way stations for accommodation trains,	Four.
Flag stations,	Three.
Whole number of way stations,	Four.
Whole number of flag stations,	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	17,472
--	--------

Miles run by freight trains,	24,372	
Miles run by other trains,	536	
Total miles run,		42,380
Number of passengers carried in the cars, . .	50,224	
Number of passengers carried one mile, . .	753,360	
Number of tons of merchandise carried in the cars, .	18,166 4-10	
Number of tons of merchandise carried one mile. .	272,496	
Number of passengers carried one mile, to and from other roads,	631,860	
Rate of speed adopted for accommodation trains, .	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . .	25 do do	
Average rate of speed adopted for freight trains, in- cluding stops and detentions,	12 do do	
Estimated weight in tons of passenger cars (not in- cluding passengers), hauled one mile, . .	269,568	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	272,910	
EXPENDITURES FOR WORKING THE ROAD. [No separate account kept.]		
MOTIVE POWER AND CARS.		
For repairs of locomotives,	See above.	
Number of engines,	Six.	
Number of passenger cars,	Four.	
Number of merchandise cars,	80 8-wheeled.	
MISCELLANEOUS.		
For salaries of president, treasurer, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	\$560, whole expense.	
INCOME DURING THE YEAR.		
For Passengers :—		
1.—On main road, including branches owned by company,	7 per cent. on capital, by terms of lease.	
Rents,	\$42,000	
Total income,	Expenses are borne by fund of Co.	
Net earnings, after deducting expenses, . .		
DIVIDENDS.		
7 per cent. Total,	\$42,000,—payable quarterly.	
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:		
Road and bridges,	} To be kept in repair by lessees.	
Buildings,		
Engines and cars,		

C. W. HOPKINS,
CHA'S HUNT,
JNO. ELIOT THAYER,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. *Great Barrington, Dec. 29, 1852.* Then Charles W. Hopkins and Charles Hunt, within named, made solemn oath that the within statement, by them subscribed, is true, according to their best knowledge and belief.

Before me, ISAAC SEELEY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 1, 1853.* Then John Eliot Thayer, within named, made solemn oath that the within statement, by him subscribed, is true, according to his best knowledge and belief.

Before me, THOMAS A. DEXTER, *Justice of the Peace.*

SIXTH ANNUAL REPORT
OF THE
BOSTON, BARRE, AND GARDNER RAILROAD
COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Boston, Barre, and Gardner Railroad Company, respectfully represent that they have made no progress towards the completion of this road since their last report. One cause of this delay is the failure to make satisfactory agreements with other corporations to enter upon and in their roads, and it may be necessary to ask a renewal and amendment of our charter. The road is located to the junction with the Worcester and Nashua Railroad, and shows a favorable line for construction. The outlay for surveying, locating and other expenses, amounts, up to the present time, to \$4,654 50, which has been raised by subscription, with a promise of repayment in stock of the company. The directors have continued confidence in the benefits to be derived to the public from the accomplishment of this enterprise, and are disposed, when circumstances permit, to do all in their power to complete the work.

JOHN BROOKS.
W. A. WHEELER.
JOAB S. HOLT.
HORATIO N. TOWER.
STEPHEN SALISBURY..
WM. T. MERRIFIELD.

December 29, 1852.

WORCESTER, ss. *December 30th, 1852.* Then personally appeared Wm. A. Wheeler, John Brooks, and Joab S. Holt, and made oath that the above report was true.

Before me, CHAS. L. KNOWLTON, *Justice of the Peace.*

WORCESTER, ss. Dec. 31st, 1852. Then personally appeared, Horatio N. Tower, Stephen Salisbury, and Wm. T. Merrifield, and made oath that the foregoing report, by them subscribed, was true, according to their best knowledge and belief.

Before me,

CALEB DANA, *Justice of the Peace.*

TWENTY-SECOND ANNUAL REPORT
OF THE
BOSTON & LOWELL RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Railroad Corporation do hereby make the Twenty-Second Annual Report of their acts and doings, under their act of incorporation, in the within Return, according to the form prescribed by the Legislature.

Return of the Boston and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$1,830,000 00
Capital paid in per last report,	\$1,830,000 00	
Total amount of capital stock paid in,		1,830,000 00
Floating debt, per last report,	41,080 00	
Floating debt, increase of, since last report,	25,055 00	
Total present amount of floating debt,	66,135 00	
Average rate of interest per annum paid during the year, [exclusive of unclaimed dividends,]	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$40,000; February, \$40,000; March, \$40,000; April, \$40,000; May, \$40,000; June, \$40,000; July, \$65,000; August, \$65,000; September, \$65,000; October, \$65,000; November, \$65,000; December, \$65,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	383,708 51	
Total amount expended for graduation and masonry,		383,708 51
For wooden bridges, per last report,	41,507 66	
Total amount expended for wooden bridges,		41,507 66
For superstructure, including iron, per last report,	330,615 48	
Total amount expended for superstructure, including iron,		330,615 48
For stations, buildings and fixtures, per last report,	757,100 26	
For stations, buildings and fixtures, paid during the past year,	49,602 34	
Total amount expended for stations, buildings and fixtures,		806,702 60
For land, land-damages and fences, per last report,	215,665 73	
Total amount expended for land, land-damages and fences,		215,665 73
For locomotives, per last report,	84,801 76	
Total amount expended for locomotives,		84,801 76

For passenger and baggage cars, per last report, . . .	\$34,204 75	
Total amount expended for passenger and baggage cars, . . .		\$34,204 75
For merchandise cars, per last report, . . .	56,338 85	
Total amount expended for merchandise cars, . . .		56,338 85
For engineering, per last report, [including agencies and other expenses,] . . .	41,703 68	
Total amount expended for engineering, . . .		41,703 68
Total cost of road and equipment, . . .		1,995,249 02

CHARACTERISTICS OF ROAD.

Length of road, . . .	25½ miles and 59 71-100 ft.
Length of single main track, . . .	None.
Length of double main track, . . .	25½ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, . . .	{ 1½ miles and 585 33-100 feet. Single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	14 28-100 miles.
Weight of rail per yard in main road, . . .	{ 38 47-100, 56 lbs. per yd.; 11 21-100, 63 " " 1 82-100, 60 " "
Weight of rail per yard in branch roads, . . .	56 lbs. per yard.
Maximum grade, with its length in main road, [except 1,500 feet, of 30 feet per mile, grade rising from the depot at Lowell,] . . .	{ 10 feet per mile, for 6 28-100 miles.
Maximum grade, with its length in branch roads, . . .	54 ft. per mile for 5,000 ft.
Total rise and fall in main road, . . .	189 93-100 feet.
Total rise and fall in branch roads, . . .	73 54 10 0 "
Shortest radius of curvature, with length of curve in main road, [except about 900 feet, of 1,200 feet radius, at the depot at Lowell,] . . .	{ 2,800 feet radius, 1,694½ feet long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves of 500 and 900 feet radius, at the Woburn depot,] . . .	{ 1,975 feet radius, 662 feet long.
Total degrees of curvature in main road, . . .	665° 1' 42".
Total degrees of curvature in branch roads, . . .	107° 40'.
Total length of straight line in main road, . . .	18½ miles, 824 feet.
Total length of straight line in branches, . . .	1½ " 491 "
Aggregate length of wooden truss bridges, . . .	Nothing.
Aggregate length of all other wooden bridges, . . .	2,397 feet.
Aggregate length of iron bridges, . . .	Nothing.
Whole length of road unfenced on both sides, . . .	Nothing.
Number of public ways crossed at grade, . . .	{ Thirteen,—11 on main road, 2 on branch road.
Number of railroads crossed at grade, . . .	2
Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	9
Flag stations, . . .	12
Whole number of way stations, . . .	{ as above.
Whole number of flag stations, . . .	

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	162,075	
Miles run by freight trains, . . .	68,070	
Miles run by other trains, . . .	17,217	
Total miles run, . . .		247,362
Number of passengers carried in the cars, . . .	541,531	
Number of passengers carried one mile, . . .	8,351,834	

Number of tons of merchandise carried in the cars, .	246,330
Number of tons of merchandise carried one mile, .	6,138,418
Number of passengers carried one mile, to and from other roads,	1,676,750
Number of tons carried one mile to and from other roads,	3,385,876
Rate of speed adopted for express passenger trains, including stops,	32½ miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	31 12-100 miles per hour.
Rate of speed adopted for accommodation trains, .	25 " "
Rate of speed actually attained by accommodation trains, including stops and detentions,	24 39-100 " "
Average rate of speed actually attained by special trains, including stops and detentions,	19 04-100 " "
Average rate of speed adopted for freight trains, including stops and detentions,	12 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	5,729,351
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	6,192,328

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$27,897 56	
For repairs of wooden bridges,	8,014 30	
For renewals of iron, including laying down,	10,156 67	
For wages of switchmen, average per month, \$34.13	Total, } 5,839 29	
For wages of gate-keepers, average per month, 28.46		
For wages of signal men, average per month, 26.54		
For wages of watchmen, average per month, 30.00		
Number of men employed exclusive of those engaged in construction,	291	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), [extra steam-power used included under other heads],	1,281 40	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,	1,027 28	
Total for maintenance of way,		54,216 50

MOTIVE POWER AND CARS.

For repairs of locomotives,	27,594 45	
For new locomotives to cover depreciation,	Nothing.	
For repairs of passenger cars,	11,771 30	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars, \$3,522 30		
For new merchandise cars to cover depreciation, 911 50	4,433 80	
For repairs of gravel and other cars,	1,457 05	
Total for maintenance of motive power and cars,		45,256 60
Number of engines,	21	
Number of passenger cars, [22, 8-wheel, 3, 4-wheel, 1, 6-wheel,	48 four-wheel.	
Number of baggage cars, [3, 8-wheel, 6, 4-wheel, 2, 6-wheel,	15 " "	
Number of merchandise cars,	258 " "	
Number of gravel cars,	18 " "	

MISCELLANEOUS.		
For fuel used by engines during the year, . . .	\$48,638 20	
Wood [work on water, \$326 79].		
For oil used by cars and engines,	2,638 66	
For waste and other material for cleaning, [\$488 85, included in repairs of engines,]		
For salaries, wages, and incidental expenses, chargeable to passenger department,	20,956 79	
For salaries, wages, and incidental expenses, chargeable to freight department,	43,843 67	
For gratuities and damages,	1,004 45	
For taxes and insurance,	3,448 32	
For repairs of station buildings, aqueducts, fixtures, furniture,	15,822 37	
For interest,	1,934 00	
For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	19,477 77	
Total miscellaneous,		\$157,754 23
Total expenditures for working the road,		257,227 33
INCOME DURING THE YEAR.		
<i>For passengers :</i>		
1. On main road, including branches owned by company,	127,659 05	
2. To and from other roads, specifying what,	29,510 90	157,169 95
<i>For Freight :—</i>		
1.—On main road and branches owned by company,	118,298 66	
2.—To and from other connecting roads,	103,705 77	
U. S. Mails,	4,425 69	
Rents, and miscellaneous,	4,508 30	
		230,938 42
Total income,		388,108 37
Net earnings, after deducting expenses,		130,881 04
DIVIDENDS.		
Per cent. Total, [one of 4 per cent., \$73,200, and one of 3½ per cent., \$64,050,]		137,250 00
[Dividend above net earnings for the year,]		6,368 96
Surplus last year,		156,712 99
[Surplus carried forward],		150,344 03
[From which is to be deducted the dividend of 3 per cent., payable January 1st,]		54,900 00
		95,444 03

ACCIDENTS.

The following "fatal accidents and serious injuries" have occurred on the Boston and Lowell Railroad, during the year ending November 30th, 1852 :—

April 9.—Jedediah Burton, aged 52 years, crossed the track at Winchester, directly in front of a passenger train, was run over, and instantly killed.

July 3.—A man, name unknown, whilst walking on the track in Wilmington, was run over by a passenger train and instantly killed.

August 10.—Levi Young, in attempting to cross the track in Somerville, in front of a passenger train, was struck by the engine, and so injured that he died the next day.

September 10.—A collision occurred at East Cambridge, in consequence of the misplacement of a switch, by which a passenger train ran into some freight cars on a siding, and Sidney W. Brigham, a brakeman, in the employ of the Passumpsic Railroad, was so injured that he died in a few hours.

October 18.—Daniel Donovan, in the employ of this corporation, whilst moving a freight car at East Cambridge, had his foot run over by it, and so injured as to require amputation.

The receipts from the business of the road for the past year have been as follows :

FROM PASSENGERS.

Boston and Lowell Railroad,	\$127,659 06
In connection with Nashua Railroad,	12,382 05
" " " Concord Railroad,	5,203 54
" " " Northern Railroad,	2,570 42
" " " Boston, Concord and Montreal Railroad,	1,777 26
" " " Vermont Central Railroad,	3,658 76
" " " Passumpsic Railroad,	2,652 78
" " " Claremont Railroad,	605 38
" " " Contoocook Railroad,	490 33
" " " N. H. Central Railroad,	170 38
	<hr/>
	\$157,169 95

FROM FREIGHT.

Boston and Lowell Railroad,	\$118,298 66
In connection with Nashua Railroad,	15,737 58
" " " Concord Railroad,	28,842 84
" " " Northern Railroad,	9,318 24
" " " Boston, Concord and Montreal Railroad,	4,320 33
" " " Vermont Central Railroad,	23,533 31
" " " Passumpsic Railroad,	13,809 19
" " " Claremont Railroad,	589 58
" " " Contoocook Valley Railroad,	184 11

In connection with Stony Brook Railroad,	\$2,325 91
" " " Wilton Railroad,	5,044 68
Carrying Mails, Expresses, &c.,	8,933 99
	<hr/>
	\$230,938 42
	<hr/>
Total amount of receipts,	\$388,108 37

All which is respectfully submitted.

GEO. W. LYMAN,
JOSEPH TILDEN,
WM. STURGIS,
ISAAC HINCKLEY,
EBEN. CHADWICK,
Directors.

Boston, November 30, 1852.

SUFFOLK, ss. *January 1, 1853.* Then personally appeared, the above named Geo. W. Lyman, Joseph Tilden, Eben. Chadwick, and William Sturgis, and severally made oath, that the foregoing declarations, by them subscribed, are, according to their best knowledge and belief, true.

Before me, J. THOS. STEVENSON, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *Lowell, January 1, 1853.* Then personally appeared, Isaac Hinckley, above named, and made oath that the foregoing declarations, by him subscribed, are true, according to his best knowledge and belief.

Before me, E. F. SHERMAN, *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD.

Return of the Boston and Maine Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock, (41,557 shares,)	\$4,155,700 00	
Increase of capital since last report,	Nothing.	
Capital paid in per last report,	4,064,299 52	
Capital paid in since last report,	12,675 00	
Total amount of capital stock paid in,	4,076,974 52	
Funded debt, per last report,	150,000 00	
Funded debt paid since last report,	Nothing.	
Funded debt, increase of, since last report,	Nothing.	
Total present amount of funded debt,	150,000 00	
Floating debt per last report,	} Nothing.	
Floating debt paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,	Nothing.	
Total present amount of funded debt,	150,000 00	
Average rate of interest per annum, paid during the year,	Five per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$, February, \$	} Nothing.	
March, \$, April, \$, May, \$		
June, \$, July, \$, August, \$		
September, \$, October, \$, November, \$		
ber, \$, December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	881,855 85	
For graduation and masonry paid during the past year,	171 55	
Total amount expended for graduation and masonry,		\$882,027 40
For wooden bridges per last report,	365,153 16	
For wooden bridges paid during the past year,	6,315 39	
Total amount expended for wooden bridges,		371,468 55
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report.	984,523 89	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		984,523 89
For stations, buildings and fixtures, per last report,	507,419 44	
For stations, buildings and fixtures, paid during the past year,	12,098 00	
Total amount expended for stations, buildings and fixtures,		519,517 44

For land, land-damages and fences, per last report, .	\$745,906 20	
For land sold during the past year, .	2,711 84	
Total amount expended for land, land-damages and fences, .		\$743,194 36
For locomotives, per last report, .	144,500 00	
For locomotives charged off during the past year, .	6,000 00	
Total amount expended for locomotives, .		138,500 00
For passenger and baggage cars, per last report, .	63,545 00	
For passenger and baggage cars, charged off during the past year, .	2,359 00	
Total amount expended for passenger and baggage cars, .		61,186 00
For merchandise cars, per last report, .	125,160 00	
For merchandise cars, charged off during the past year, .	5,040 00	
Total amount expended for merchandise cars, .		120,120 00
For engineering, per last report, .	} Included in agencies, &c.	
For engineering, paid during the past year, .		
Total amount expended for engineering, .		
For agencies and other expenses, per last report, .	272,388 94	
For agencies and other expenses, paid during the past year, .	Nothing.	
Total amount expended for agencies and other expenses, .		272,388 94
Total cost of road and equipment, .		\$4,092,926 58

CHARACTERISTICS OF ROAD.

Length of road, .	74 26-100 miles.
Length of single main track, .	46 47-100 "
Length of double main track, .	27 79-100 "
Length of branches owned by the company, stating whether they have a single or double track, .	} 1 4-100 miles double, in all 8 79-100.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	18 10-100 miles.
Weight of rail per yard in main road, .	Nearly 3 miles 48 lbs.; balance 56 and 60.
Weight of rail per yard in branch roads, .	48 to 60 lbs.
Specify the different weights per yard, .	48, 56, 60 lbs. [miles.
Maximum grade, with its length in main road, .	47½ feet per mile for 7 7-100
Maximum grade, with its length in branch roads, .	36 feet for 1 41-100 miles.
Total rise and fall in main road, .	1,498 feet.
Total rise and fall in branch roads, .	146 feet.
Shortest radius of curvature, with length of curve in main road, .	Rad. 1050 ft.; length 1150 ft.
Shortest radius of curvature with length of curve in branch roads, .	Rad. 573 ft.; length 218 ft.
Total degrees of curvature in main road, .	1,988 degrees.
Total degrees of curvature in branch roads, .	456½ degrees.
Total length of straight line in main road, .	49 73-100 miles.
Total length of straight line in branches, .	5 81-100 miles.
Aggregate length of wooden truss bridges, .	2,612 feet.
Aggregate length of all other wooden bridges, .	7,007 feet.
Aggregate length of iron bridges, .	Nothing.
Whole length of road unfenced on both sides, .	2 61-100 miles.
Number of public ways crossed at grade, .	92
Number of railroads crossed at grade, .	3
Way stations for express trains, .	3

Way stations for accommodation trains, . . .	15	
Flag stations,	18	
Whole number of way stations,	18	
Whole number of flag stations,	18	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	342,311	
Miles run by freight trains,	112,039	
Miles run by other trains,	49,313	
Total miles run,		503,663
Number of passengers carried in the cars, . . .	1,465,924	
Number of passengers carried one mile, . . .	24,042,131	
Number of tons of merchandise carried in the cars, .	193,908	
Number of tons of merchandise carried one mile, .	5,831,406	
Number of passengers carried one mile, to and from other roads,	9,898,466	
Number of tons carried one mile, to and from other roads,	1,848,014	
Rate of speed adopted for express passenger trains, including stops,	39 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	36 " "	
Rate of speed adopted for accommodation trains, .	24 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, .	23 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	11 " "	
Estimated weight in tons of passenger and baggage cars (not including passengers), hauled one mile, .	8,524,000	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	10,344,705	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$56,206 43	
For repairs of wooden bridges,	1,183 89	
For renewals of iron, including laying down, . . .	12,263 67	
For wages of switchmen, average per month, \$505 02	\$6,360 32	
For wages of gate-keepers, average per month, 174 46	2,093 62	
For wages of signal men, average per month, 108 80	1,305 80	
For wages of watchmen, average per month, 483 92	5,807 08	
Number of men employed exclusive of those engaged in construction,	547	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), .	741 51	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses,	2,245 31	
Total for maintenance of way,		\$88,207 63
MOTIVE POWER AND CARS.		
For repairs of locomotives,	25,158 82	
For new locomotives to cover depreciation, . . .	Nothing.	

For repairs of passenger cars,	\$12,385 99	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	6,003 49	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	411 90	
Total for maintenance of motive power and cars,		\$43,960 20
Number of engines,	26	
Number of passenger cars,	33	
Number of baggage cars,	14	
Number of merchandise cars,	528 short.	
Number of gravel cars, &c.	46	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	72,330 75	
Wood, \$72,330 75.		
Coal, nothing.		
For oil used by cars and engines,	6,138 55	
For waste and other material for cleaning,	1,412 80	
For salaries, wages and incidental expenses, charge- able to passenger department,	48,527 21	
For salaries, wages and incidental expenses, charge- able to freight department,	32,740 99	
For gratuities and damages,	485 31	
For taxes and insurance,	11,841 75	
For ferries,	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture,	6,869 72	
For interest,	Nothing.	
For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,791 30	
Total Miscellaneous,		191,138 38
Total expenditures for working the road,		\$323,306 21
INCOME DURING THE YEAR.		
<i>For Passengers :—</i>		
1.—On main road, including branches owned by company,	\$285,585 50	} 422,868 04
2.—To and from other roads, specify- ing what,*	137,282 54	
<i>For Freight :—</i>		
1.—On main road and branches owned by company,	170,638 57	} 220,595 75
2.—To and from other connecting roads,*	49,957 18	
U. S. Mails,	6,246 84	
Rents, [interest and miscellaneous,]	11,811 00	
Total income,		661,521 63
Net earnings, after deducting expenses,		338,215 42

* See note on next page.

DIVIDENDS.		
Seven per cent., total,	.	\$290,899 00
Surplus not divided, [earned this year,]	.	33,112 42
Surplus last year, [\$85,032 67 ; paid for goods burnt, \$220 30,]	.	84,812 37
Total surplus,	.	117,924 79
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :		
Road and bridges, [road nothing, bridges charged off,]	.	5,000 00
Buildings,	.	Nothing.
Engines and cars, [charged off,]	.	9,204 00
		\$14,204 00
Net earnings, after deducting depreciation,	.	\$324,011 42

STATEMENT OF FREE PASSENGERS—1852.

	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
Agents of Corporations, and Directors and Officers of connecting roads,	285	355	388	449	221	220	207	212	204	235	264	180
Families of Directors of Boston and Maine Railroad,	3	5	1	6	4	6	3	5	19	4	47	29
Persons not connected with road,	10	13	13	7	5	115	17	19	28	0	29	24
	298	373	402	462	230	341	227	236	251	239	340	233

* INCOME TO AND FROM OTHER ROADS.

	Passengers.	Freight.
South Reading branch,	\$10,351 72	\$5,005 10
Manchester and Lawrence,	9,834 39	11,895 72
Concord,	3,778 63	1,906 41
New Hampshire Central,	521 36	172 30
Concord and Claremont,	566 10	2,721 23
Contoocook Valley,	566 86	1,026 26
Connecticut and Passumpsic Rivers,	519 94	84 86
Vermont Central, and roads beyond,	1,239 97	6,607 21
Portland, Saco and Portsmouth, way,	8,355 46	
“ “ “ through,	75,459 50	
Coheco,	6,573 02	5,473 53
Great Falls and Conway,	4,830 56	3,500 44
Salem and Lowell,	5,943 97	2,270 23
Boston, Concord and Montreal,	2,754 68	5,371 40
Portsmouth and Concord,	2,201 32	512 82
Newburyport,	3,785 06	3,479 61
	\$137,282 54	\$49,957 18

FATAL ACCIDENTS FOR THE YEAR.

February 26.—Enos Ormsbee and Silas Bumpas, of Charlestown, carpenters, while walking upon the track, on their way to Medford, were instantly killed on Mystic River Bridge, by the 7 3-4 A. M. outward Northern train. The South Reading Branch train was passing in the opposite direction, at the same time.

August 24.—Charles Spencer, baggage master on the 7 1-4 P. M. Reading train, was instantly killed at South Reading, by coming in contact with a bridge, while walking over the top of a car.

October 17.—James Stevens was instantly killed at Ballardvale, while attempting to cross the track forward of the 5 1-4 P. M. outward Harverhill and Concord express train.

November 10.—An intoxicated man, name not discovered, was instantly killed while lying upon the track in Rollinsford, by the Great Falls passenger train.

SOUTHWORTH SHAW.
JAMES HAYWARD.
SAM'L BATCHELDER.
GEO. H. KUHN.
JOHN FLINT.
G. W. KITTREDGE.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 21, 1852.* Then personally appeared, the above named Southworth Shaw, James Hayward, Samuel Batchelder, and George H. Kuhn, and, on the 25th December, G. W. Kittredge, and made oath that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

Before me, HORACE B. WILBUR, *Justice of the Peace.*

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,
Commissioner for Massachusetts.
JOHN ANDERSON,
Commissioner for Maine.
GREENLEAF CLARKE,
Commissioner for New Hampshire.

TWENTY-FIRST ANNUAL REPORT
OF THE
BOSTON AND PROVIDENCE RAILROAD CORPO-
RATION.

*Return of the Boston and Providence Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$3,160,000 00
Increase of capital since last report,	None.	
Capital paid in per last report,	\$3,160,000 00	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,	3,160,000 00	
Funded debt, per last report,	287,000 00	
Funded debt paid since last report,	None.	
Funded debt, increase of, since last report,	103,000 00	
Total present amount of funded debt,	390,000 00	
Floating debt, per last report,	None.	
Floating debt paid since last report,	None.	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,	None.	
Total present amount of funded and floating debt,	390,000 00	
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$296,000; February, \$301,000; March, \$303,000; April, \$311,000; May, \$313,000; June, \$313,000; July, \$345,000; August, \$345,000; September, \$390,000; October, \$390,000; November, \$390,000; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	774,936 26	
For graduation and masonry paid during the past year,	585 60	
Total amount expended for graduation and masonry,	775,521 86	
For wooden bridges per last report,	116,436 10	
For wooden bridges paid during the past year,	Nothing.	
Total amount expended for wooden bridges,	116,436 10	
Total amount expended for iron bridges (if any),	9,840 00	
For superstructure, including iron, per last report,	653,210 80	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,	653,210 80	
For stations, buildings and fixtures, per last report,	453,120 00	
For stations, buildings and fixtures, paid during the past year,	3,130 10	
Total amount expended for stations, buildings and fixtures,	456,250 10	

For land, land-damages and fences, per last report, . . .	\$548,613 17	
For land, land-damages and fences, paid during the past year, . . .	17,369 93	
Total amount expended for land, land-damages and fences, . . .		\$565,983 10
For locomotives, per last report, . . .	98,250 00	
For locomotives paid during the past year, . . .	Nothing.	
Total amount expended for locomotives, . . .		98,250 00
For passenger and baggage cars, per last report, . . .	40,350 00	
For passenger and baggage cars, paid during the past year, . . .	Nothing.	
Total amount expended for passenger and baggage cars, . . .		40,350 00
For merchandise cars, per last report, . . .	28,255 00	
For merchandise cars, paid during the past year, . . .	Nothing.	
Total amount expended for merchandise cars, . . .		28,255 00
For engineering, per last report, . . .	100,931 22	
For engineering, paid during the past year, . . .	Nothing.	
Total amount expended for engineering, . . .		100,931 22
For agencies and other expenses, per last report, . . .	16,500 00	
For agencies and other expenses, paid during the past year, . . .	62 56	
Total amount expended for agencies and other expenses, . . .		16,562 56
Total cost of road and equipment, . . .		\$2,861,590 74
[Investments in other railroads held under provisions of acts of the legislature:		
Stock B. and P. R. R. and Transportation Co., . . .	\$213,000 00	
Stock Seekonk Branch Railroad, . . .	31,655 70	
“ Stoughton Branch Railroad, . . .	40,000 00	
Joint construction Providence and Worcester Railroad Company, . . .	399,957 45	
		684,613 15
		<u>\$3,546,203 89</u>

CHARACTERISTICS OF ROAD.

Length of road, . . .	41 miles.
Length of single main track, . . .	25½ do
Length of double main track, . . .	15½ do
Length of branches owned by the Company, stating whether they have a single or double track, . . .	12 do single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	6 9-10 miles.
Weight of rail per yard in main road, . . .	56 to 58 lbs.
Weight of rail per yard in branch road, . . .	37½ to 58 lbs.
Specify the different weights per yard, . . .	37½, 56, 58 lbs.
Maximum grade, with its length in main road, . . .	34½ ft. pr. mile--26,700 ft.
Maximum grade, with its length in branch roads, . . .	52 27-100 do-- 1,509 ft.
Total rise and fall in main road, . . .	505 41-100 ft.
Total rise and fall in branch roads, . . .	316 87-100 ft.
Shortest radius of curvature, with length of curve in main road, . . .	1,910 ft.—700 ft.
Shortest radius of curvature with length of curve in branch roads, . . .	900 ft.—1,500 ft.
Total degrees of curvature in main road, . . .	342 12-60.
Total degrees of curvature in branch roads, . . .	416 14-60.
Total length of straight line in main road, . . .	35½ miles.

Total length of straight line in branches, . . .	8 37-100 miles.	
Aggregate length of wooden truss bridges, . . .	2,139 1-6 ft.	
Aggregate length of all other wooden bridges, . . .	1,520 ft.	
Aggregate length of iron bridges, . . .	246 ft.	
Whole length of road unfenced on both sides, . . .	Whole road fenced.	
Number of public ways crossed at grade, . . .	41	
Number of railroads crossed at grade, . . .	1	
Way stations for express trains, . . .	1	
Way stations for accommodation trains, . . .	26	
Flag stations, . . .	6	
Whole number of way stations, . . .	26	
Whole number of flag stations, . . .	6	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	212,160	
Miles run by freight trains, . . .	71,760	
Total miles run, . . .		283,920
Number of passengers carried in the cars, . . .	672,122	
Number of passengers carried one mile, . . .	10,619,517	
Number of tons of merchandise carried in the cars, . . .	129,482	
Number of tons of merchandise carried one mile, . . .	3,007,568	
Number of passengers carried one mile, to and from other roads, . . .	3,380,814	
Number of tons carried one mile to and from other roads, . . .	1,233,006	
Rate of speed adopted for express passenger trains, including stops, . . .	34½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	34½ " "	
Rate of speed adopted for accommodation trains, . . .	30 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 " "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	14 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	12,000,000	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	9,000,000	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$24,622 32	
For repairs of wooden bridges, . . .	2,453 80	
For renewals of iron, including laying down, . . .	4,168 94	
For wages of switchmen, average per mo., \$30 00		
For wages of gate-keepers, average per mo., 20 83		
For wages of signal men, average per mo., 20 83		
For wages of watchmen, average per mo., 30 00		
Number of men employed exclusive of those engaged in construction, . . .	229	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used), . . .	1,602 87	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, . . .	475 82	
Total for maintenance of way, . . .		\$40,280 11

MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$20,150 57	
For repairs of passenger cars,	4,935 43	
For repairs of merchandise cars,	4,751 79	
For new merchandise cars to cover depreciation,	4,734 97	
For repairs of gravel and other cars,	144 19	
Total for maintenance of motive power and cars,		\$34,716 95
Number of engines,	19	
Number of passenger cars,	28	
Number of baggage cars,	10	
Number of merchandise cars,	93	
Number of gravel cars,	20	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	63,902 60	
For oil used by cars and engines,	3,511 33	
For waste and other material for cleaning,	967 87	
For salaries, wages and incidental expenses, charge- able to passenger department,	31,754 25	
For salaries, wages and incidental expenses, charge- able to freight department,	22,015 71	
For gratuities and damages,	829 10	
For taxes and insurance,	4,722 91	
For repairs of station buildings, aqueducts, fixtures, furniture,	3,432 04	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,726 05	
Total miscellaneous,		141,861 86
Total expenditures for working the road,		\$216,858 92
INCOME DURING THE YEAR.		
<i>For Passengers:</i>		
1. On main road, including branches owned by Company,	197,069 08	
2. To and from other branches, viz.:		
Taunton Branch,	\$40,423 63	
Stoughton Branch,	8,851 96	
Norfolk County,	10,078 01	
	59,353 60	
<i>For Freight:</i>		
1. On main road and branches owned by Com- pany,	119,688 34	
2. To and from other branches, viz.:		
Taunton Branch,	\$20,753 56	
Stoughton Branch,	6,574 58	
Norfolk County,	8,012 89	
	35,341 03	
U. S. mails,	7,536 32	
Rents, interests, and dividends, from Stoughton Branch Railroad,	10,495 97	
Total income,		429,484 34
Net earnings after deducting expenses,	212,625 42	
Surplus per last report,	123,952 36	336,577 78

DIVIDENDS.			
January 1st, 1852, 3 per cent.,	.	.	\$94,800 00
July 1st, 1852, 3 per cent.,	.	.	94,800 00
December 1st, 1852, 2½ per cent.,	.	.	79,000 00
Bond interest,	.	.	20,580 00 \$289,180 00
Surplus, December 1st, 1852,	.	.	\$47,397 78

ACCIDENTS.

August 7th, 1852.—C. Bello, fractured his leg, by jumping off the cars while they were in motion.

September 7th, 1852.— — Allison, was killed, in attempting to jump on to cars while they were in motion.

October 9th, 1852.—Hannah Shain, was hurt in attempting to jump on to the cars while they were in motion.

November 3d, 1852.—M. Daly, was killed, while walking on railroad.

November 17th, 1852.—John Evans, a repair hand, was run over by train and killed.

November 18th, 1852.—Magnus Janson, was found dead on the railroad, supposed to have fallen off the train the night before.

C. H. WARREN,
JOHN BARSTOW,
G. R. RUSSELL,
WM. AMORY,
SAMUEL T. DANA,
Directors.

SUFFOLK, ss. *January 1st, 1853.* Then personally appeared the above named C. H. Warren, John Barstow, G. R. Russell, Wm. Amory and Samuel T. Dana, and made oath, that the foregoing statement, by them subscribed, is true, according to their best knowledge and belief.

Before me, WILLIAM T. ANDREWS, *Justice of the Peace.*

TWENTY-FIRST ANNUAL REPORT
OF THE
BOSTON AND WORCESTER RAILROAD CORPO-
RATION.

*Return of the Boston and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$4,500,000 00
Increase of capital since last report,	None.	
Capital paid in per last report,	\$4,500,000 00	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		4,500,000 00
Funded debt, per last report,	425,000 00	
Funded debt paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		425,000 00
Floating debt, per last report,	135,657 08	
Floating debt paid since last report,	19,740 88	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,		115,916 20
Total present amount of funded and floating debt,		540,916 20
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1851, \$658,349 70; January, 1852, \$545,558 56; February, \$537,316 79; March, \$502,038 10; April, \$500,942 34; May, \$535,675 02; June, \$664,602 86; July, \$521,880 78; August, \$477,142 74; September, \$484,055 12; October, \$536,962 44; November, \$540,916 20.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	736,576 51	
For graduation and masonry paid during the past year,	800 00	
Total amount expended for graduation and masonry,		737,376 51
For wooden bridges per last report,	265,102 67	
For wooden bridges paid during the past year,	None.	
Total amount expended for wooden bridges,		265,102 67
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	1,410,811 06	
For superstructure, including iron, paid during the past year,	None.	
Total amount expended for superstructure, including iron,		1,410,811 06
For stations, buildings and fixtures, per last report,	757,894 69	

For stations, buildings and fixtures, paid during the past year,	\$2,360 19	
Total amount expended for stations, buildings and fixtures,		\$760,254 88
For land, land-damages and fences, per last report,	935,085 52	
For land, land-damages and fences, paid during the past year,	Decrease by sales.	
Total amount for land, land-damages and fences,		915,643 87
For locomotives, per last report,	190,225 23	
For locomotives, paid during the past year,	Decrease.	
Total amount for locomotives,		189,425 23
For passenger and baggage cars, per last report,	86,168 20	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,		86,168 20
For merchandise cars, per last report,	252,425 33	
For merchandise cars, paid during the past year,	None.	
Total amount expended for merchandise cars,		252,425 33
For [engineering,] agencies, and other expenses, per last report,	228,459 24	
For [engineering,] agencies and other expenses, paid during the past year,	300 00	
Total amount expended for [engineering,] agencies and other expenses,		228,759 24
Total cost of road and equipment,		\$4,845,966 99

CHARACTERISTICS OF ROAD.

Length of road,	44½ miles.
Length of single main track,	None.
Length of double main track,	44½ miles.
Length of branches owned by the company, stating whether they have a single or double track,	24 miles ; single.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	14 "
Weight of rail per yard in main road,	56, 60, 63, and 66 lbs.
Weight of rail per yard in branch roads,	40, and 46 lbs.
Specify the different weights per yard,	40, 46, 56, 60, 63, & 66 do.
Maximum grade, with its length in main road,	{ 40 feet for ½ mile. 30 " " 14½ miles.
Maximum grade, with its length in branch roads,	{ 37 " " 1¼ " 30 " " 2½ "
Total rise and fall in main road,	714 feet.
Total rise and fall in branch roads,	316 "
Shortest radius of curvature, with length of curve in main road,	600 " for 900 feet.
Shortest radius of curvature, with length of curve in branch roads,	541 " " 1,080 "
Total degrees of curvature in main road,	1,975°
Total degrees of curvature in branch roads,	1,228°
Total length of straight line in main road,	25 5-6 miles.
Total length of straight line in branches,	15½ "
Aggregate length of wooden truss bridges,	350 feet.
Aggregate length of all other wooden bridges,	{ 1,490 feet in branches. 3,306 " " main road.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	13 miles.

Number of public ways crossed at grade, . . .	{ 42 in main line. 25 in branches.	
Number of railroads crossed at grade, . . .	2	
Way stations for express trains, . . .	1	
Way stations for accommodation trains, . . .	17	
Flag stations, . . .	8	
Whole number of way stations, . . .	25	
Whole number of flag stations, . . .	8	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	291,571	
Miles run by freight trains, . . .	173,031	
Miles run by other trains, . . .	14,217	
Total miles run, . . .		478,819
Number of passengers carried in the cars, . . .	1,185,371	
Number of passengers carried one mile, . . .	20,759,337	
Number of tons of merchandise carried in the cars, . . .	257,657	
Number of tons of merchandise carried one mile, . . .	9,727,640	
Number of passengers carried one mile, to and from other roads, . . .	7,437,344	
Number of tons carried one mile, to and from other roads, . . .	7,021,324	
Rate of speed adopted for express passenger trains, including stops, . . .	32 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	31½ " "	
Rate of speed adopted for accommodation trains, . . .	25 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	22 " "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	11½ " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . .	15,623,312	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	13,967,593	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . .	\$35,178 31	
For repairs of wooden bridges, . . .	2,220 73	
For renewals of iron, including laying down, [less value old iron taken up,] . . .	20,421 20	
For wages of switchmen, average per month, \$33 60,	Total, } 10,965 00	
For wages of signal-men, average per month, 20 96,		
For wages of watchmen, average per month, 30 25,		
Number of men employed exclusive of those engaged in construction, . . .	473	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) [\$1,425 90; included in Road Repairs,] . . .		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	367 46	
Total for maintenance of way, . . .		69,152 70
MOTIVE POWER AND CARS.		
For repairs of locomotives, . . .	42,712 59	
For repairs of passenger cars, . . .	11,860 90	

For repairs of merchandise cars,	\$13,310 10	
For new merchandise cars, to cover depreciation,	2,900 00	
For repairs of gravel and other cars,	602 40	
Total for maintenance of motive power and cars,		\$71,385 94
Number of engines,	26	
Number of passenger cars,	100	
Number of baggage cars,	18	
Number of merchandise cars,	640	
Number of gravel cars,	84	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood,	89,828 18	
Coal, [none used,]		
For oil used by cars and engines,	10,415 32	
For waste and other material for cleaning,	797 74	
For salaries, wages and incidental expenses, charge- able to passenger department,	47,106 39	
For salaries, wages and incidental expenses, charge- able to freight department,	64,802 17	
For gratuities and damages,	4,761 66	
For taxes and insurance,	7,043 20	
For repairs of station buildings, aqueducts, fixtures, furniture [and additions,]	22,230 79	
For interest, [balances over credits, to interest ac- count,]	17,782 42	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	22,216 12	
Total miscellaneous,		286,983 99
Total expenditures for working the road,		\$427,522 68

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	\$281,153 90	} 424,713 73
2. To and from other roads, specifying what, [Western,	131,368 00	
Norwich & Worcester, 12,191 83		

For freight:—

1. On main road and branches owned by company,	132,974 24	} 314,943 27
2. To and from other connecting roads, 181,969 03		
U. S. mails, [less expenses of side service,]	7,962 60	
Rents,	9,650 87	
[Other income,]	1,549 00	
Total income,		758,819 47

Net earnings, after deducting expenses,		\$331,296 79
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[Two] DIVIDENDS.

7 per cent. Total,	315,000 00	
Surplus not divided,		16,296 79
Surplus last year,		84,329 99
Total surplus,		\$100,626 78

During the year ending November 30th, 1852, there has been run six regular passenger trains, daily, between Boston and Worcester; three over the Milford Branch; two over the Millbury Branch; two over the Saxonville Branch; five over the Framingham Branch; five in winter and six in summer, over the Newton Lower Falls Branch; nine to eleven over the Brookline Branch, and no trip has been lost during the year. There has been carried in the cars, 1,185,371 passengers; or 20,759,337, carried one mile. Of this number, no one has received any injury.

Accidents have occurred during the year in working the road, as follows:—

December 25, 1851.—W. A. Eaton, a freight train brakeman, in passing under a bridge in Needham, was slightly injured.

January 21, 1852.—Arnold W. Brown, of Boston, while walking on the bridge, not designed or properly used for travel, on the Newton Branch Railroad, was struck by a passing train and fatally injured.

January 27.—George W. Shaw, of Needham, while attempting to cross the track at Newton Lower Falls, with a horse and sleigh, came in contact with the evening train from Boston, and was so badly injured that he died the next day.

Mrs. Sarah E. Shaw, his wife, who was driving at the time, was seriously injured; also a young lady, who was in the sleigh with Mr. and Mrs. Shaw, was slightly injured. The train was on its due time, was moving at a very slow rate; the bell was rung and the usual warning given. The coroner's jury, summoned in the case of Mr. Shaw, say that "there was no blame to be attached to any person connected with the train."

April 5.—Michael Townley, while walking on the track, near the Boston and Providence Railroad Crossing, was knocked down by a passing train and slightly injured.

April 20.—Robert Holman, of Worcester, while walking on the track between Worcester and Grafton, was run over and instantly killed.

June 10.—A woman, (name and residence unknown, supposed to be insane,) while walking on the track, in the direction of an approaching train, between Brighton and Boston, was run over and instantly killed.

June 11.—Mrs. Nancy Howe, of Needham, being in a deranged state of mind, threw herself upon the track, directly in front of a passing train, was run over and instantly killed.

July 24.—Patrick Daily, while assisting in dumping gravel cars, was seriously injured.

July 26.—Edward Grover, baggage master on the Saxonville train, in consequence of the train running over a cow, was thrown off, and had one arm broken.

August 14.—John Riley, of Newton, in attempting to get on the cars, after the train had started, fell under the wheels and lost one arm.

November 16.—John A. Haywood, a freight train brakeman, in passing under a bridge in Brighton, coming in contact with the bridge, was instantly killed.

THO'S HOPKINSON.
DANIEL DENNY.
NATH. HAMMOND.
BENJ. F. WHITE.
TIMOTHY C. LEEDS.
GEORGE MOREY.
ISAAC EMERY.
WILLIAM PARKER.

December 31, 1852.

SUFFOLK, ss. *December 31, 1852.* Then personally appeared the above-named Tho's Hopkinson, Daniel Denny, Nath'l Hammond, Benj. F. White, Timothy C. Leeds, and George Morey, and severally made oath that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

Before me, GEORGE BEMIS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 1, 1853.* Personally appeared the within named Isaac Emery, and made oath that the Return, by him subscribed, is just and true, according to his best knowledge and belief.

Before me, WM. TUFTS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 4, 1853.* Personally appeared the within named William Parker, and made oath that the return, by him subscribed, is just and true, according to his best knowledge and belief.

Before me, WM. TUFTS, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
CAPE COD BRANCH RAILROAD COMPANY.

Return of the Cape Cod Branch Railroad, under the Act of May 1st, 1849, chap. 191, for the year ending Nov. 30, 1852.

Capital Stock,	\$300,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	\$421,950 00
Capital paid in since last report,	None.
Total amount of capital stock paid in,	421,950 00
Funded debt, per last report,	171,800 00
Funded debt paid since last report,	None.
Funded debt, increase of, since last report,	None.
Total present amount of funded debt,	171,800 00
Floating debt, per last report,	18,705 00
Floating debt paid since last report,	18,705 00
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	171,800 00
Average rate of interest per annum paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$190,505; February, \$181,800; March, \$185,300; April, \$185,300; May, \$181,800; June, \$181,800; July, 181,800; August, \$181,800; September, \$181,800; October, \$181,800; November, \$171,800; December, \$171,800.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	106,116 83
For graduation and masonry paid during the past year,	None.
Total amount expended for graduation and masonry,	106,116 83
For wooden bridges per last report,	28,673 26
For wooden bridges paid during the past year,	None.
Total amount expended for wooden bridges,	28,673 26
Total amount expended for iron bridges (if any,)	None.
For superstructure, including iron, per last report,	263,130 94
For superstructure, including iron, paid during the past year,	None.
Total amount expended for superstructure, including iron,	263,130 94
For stations, buildings and fixtures, per last report,	36,390 27
For stations, buildings and fixtures, paid during the past year,	None.

Total amount expended for stations, buildings and fixtures,		\$36,390 27
For land, land-damages and fences, per last report, .	\$57,863 73	
For land, land-damages and fences, paid during the past year,	230 00	
Total amount expended for land, land-damages and fences,		58,093 73
For locomotives, per last report,	27,130 83	
For locomotives paid during the past year,	None.	
Total amount expended for locomotives,		27,130 83
For passenger and baggage cars, per last report, . .	16,106 45	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,		16,106 45
For merchandise cars, per last report,	34,310 04	
For merchandise cars, paid during the past year, . .	None.	
Total amount expended for merchandise cars,		34,310 04
For engineering, per last report,	16,710 41	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		16,710 41
For agencies and other expenses per last report, . .	47,243 85	
For agencies and other expenses, paid during the past year,	None.	
Total amount expended for agencies and other expenses,		47,243 85
Total cost of road and equipment,		\$633,906 61

CHARACTERISTICS OF ROAD.

Length of road,	27.8 miles.
Length of single main track,	27.8 "
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track, . .	1.045 miles.
Aggregate radius of sidings, and other tracks, excepting main tracks and branches,	1.871 "
Weight of rail per yard in main road,	56 lbs.
Weight of rail per yard in branch roads,	56 lbs.
Specify the different weights per yard,	56 lbs.
Maximum grade, with its length in main road, . .	40 feet for 6.53 miles.
Maximum grade, with its length in branch roads, .	40 " small distance.
Total rise and fall in main road,	481.19 feet.
Total rise and fall in branch roads,	22.00 "
Shortest radius of curvature, with length of curve in main road,	1,953.32 ft. for 2,159.35 ft.
Shortest radius of curvature with length of curve in branch roads,	300 feet for small distance.
Total degrees of curvature in main road,	681° 0' 44"
Total degrees of curvature in branch roads, . .	233°.
Total length of straight line in main road, . . .	18.003 miles.
Total length of straight line in branches, . . .	.213 "
Aggregate length of wooden truss bridges,	434 feet.
Aggregate length of all other wooden bridges, . .	144 "
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides, . .	None.
Number of public ways crossed at grade,	22
Number of railroads crossed at grade,	None.

Way stations for express trains, . . .	None.	
Way stations for accommodation trains, . . .	10	
Flag stations, . . .	2	
Whole number of way stations, . . .	10	
Whole number of flag stations, . . .	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	34,806	
Miles run by freight trains, . . .	17,403	
Miles run by other trains, . . .	100	
Total miles run, . . .		52,309
Number of passengers carried in the cars, . . .	67,216	
Number of passengers carried one mile, . . .	1,215,943	
Number of tons of merchandise carried in the cars, . . .	31,354	
Number of tons of merchandise carried one mile, . . .	295,634	
Number of passengers carried one mile, to and from other roads, . . .	1,031,115	
Number of tons carried one mile to and from other roads, . . .	163,638	
Rate of speed adopted for express passenger trains, including stops, . . .	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	None.	
Rate of speed adopted for accommodation trains, . . .	21½ miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	21½ " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	None.	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	14 miles per hour.	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	800,000	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	500,000	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$5,517 68	
For repairs of wooden bridges, [included in repairs of road.]		
For renewals of iron, including laying down, [included in road repairs.]		
For wages of switchmen, average per month, \$30, . . . \$360 00	Total, }	650 00
For wages of draw-keepers, average per month, \$4 1-6. . . 50 00		
For wages of watchmen, average per month, \$20, . . . 240 00		
Number of men employed exclusive of those engaged in construction, . . .	47	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	50 00	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, [included in road repairs.]		
Total for maintenance of way, . . .		\$6,217 68

MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$2,748 23	
For new locomotives to cover depreciation,	Nothing.	
For repairs of passenger cars,	1,296 32	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	2,026 70	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and other cars, [included in repairs of merchandise cars.]		
Total for maintenance of motive power and cars,		\$6,071 25
Number of engines,	4	
Number of passenger cars,	7	
Number of baggage cars,	4	
Number of merchandise cars,	38	
Number of gravel cars,	60	
MISCELLANEOUS.		
For fuel used by engines during the year, viz. :		
Wood,	7,403 54	
Coal,	None.	
For oil used by cars and engines,	742 40	
For waste and other material for cleaning,	174 02	
For salaries, wages and incidental expenses, chargeable to passenger department,	4,013 21	
For salaries, wages and incidental expenses, chargeable to freight department,	3,516 27	
For gratuities and damages,	264 13	
For taxes and insurance,	201 79	
For ferries,	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,	106 94	
For interest, [\$10,308.]		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,975 85	
Total miscellaneous,		18,398 15
Total expenditures for working the road, [interest not included,]		<u>\$30,687 08</u>
INCOME DURING THE YEAR.		
<i>For Passengers :—</i>		
1.—On main road, including branches owned by company and express,	40,486 94	
<i>For Freight :—</i>		
1.—On main road and branches owned by company,	18,685 17	
U. S. Mails,	1,400 00	
Rents,	171 22	
Total income,		60,743 33
Net earnings, after deducting expenses,		<u>\$30,056 25</u>
DIVIDENDS.		
Per cent. total, [2½ payable Jan. 3, 1853],	7,500 00	
Total surplus, [cannot at this time be precisely ascertained. Income has been applied to the payment of floating debts, by vote of the stockholders.]		

No passenger or person employed on the road has been injured during the year.

J. H. W. PAGE,
BENJA. BURGESS,
M. S. LINCOLN,
ALEXR. BAXTER,
Directors.

December 31, 1852.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Dec. 31, 1852.* Then said J. H. W. Page, Benj. Burgess, M. S. Lincoln, and Alexr. Baxter, personally appeared and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me,

A. S. WHEELER, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
CHARLES RIVER BRANCH RAILROAD
COMPANY.

*Return of the Charles River Branch Railroad, under the Act of May 1st, 1849,
chap. 191.*

Capital stock, [1,258 shares,]	.	.	.	\$125,800 00
Increase of capital since last report, [85 shares,]	.	.	.	\$8,500 00
Capital paid in per last report,	.	.	.	52,946 43
Capital paid in since last report,	.	.	.	47,590 43
Total amount of capital stock paid in,	.	.	.	100,536 86
Funded debt, per last report,	.	.	.	Nothing.
Funded debt paid since last report,	.	.	.	Nothing.
Funded debt, increase of, since last report,	.	.	.	28,900 00
Total present amount of funded debt,	.	.	.	28,900 00
Floating debt, per last report,	.	.	.	17,348 37
Floating debt paid since last report,	.	.	.	Nothing.
Floating debt, increase of, since last report,	.	.	.	18,975 38
Total present amount of floating debt,	.	.	.	36,323 75
Total present amount of funded and floating debt,	.	.	.	65,223 75
Average rate of interest per annum paid during the year,	.	.	.	About 7½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$14,848 37; February, \$15,948 37; March, \$16,748 37; April, \$19,163 54; May, \$21,163 54; June, \$8,400; July, \$18,053; August, \$23,053; September, \$23,313; October, \$28,313; November, \$36,323 75; December, \$.				

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	27,529 34	
For graduation and masonry, paid during the past year,	53,765 33	
Total amount expended for graduation and masonry,		81,294 67
For wooden bridges, per last report,	Nothing.	
For wooden bridges, paid during the past year,	2,142 99	
Total amount expended for wooden bridges,		2,142 99
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	8,959 21	
For superstructure, including iron, paid during the past year,	21,369 42	
Total amount expended for superstructure, including iron,		30,328 63

For stations, buildings and fixtures, per last report, .	Nothing.	
For stations, buildings and fixtures, paid during the past year, .	\$385 00	
Total amount expended for stations, buildings and fixtures, .		\$385 00
For land, land-damages and fences, per last report, .	10,873 06	
For land, land-damages and fences, paid during the past year, .	16,195 49	
Total amount expended for land, land-damages and fences, .		27,068 55
For locomotives, per last report, .	} Nothing.	
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .		
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .	} Nothing.	
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .		960 25
For engineering, paid during the past year, .		2,696 33
Total amount expended for engineering, .		3,656 58
For agencies and other expenses, per last report, .	3,202 16	
For agencies and other expenses, paid during the past year, .	12,950 32	
Total amount expended for agencies, and other expenses, .	—	16,152 49
Total cost of road and equipment, .		\$160,728 90

CHARACTERISTICS OF ROAD.

Length of road, [chartered and located, 12 1-10 miles; under construction, 8 6-10 miles.]	
Length of single main track, .	6 3-10 miles.
Length of double main track, .	None.
Length of branches owned by the company, stating whether they have a single or double track, .	None.
Weight of rail per yard in main road, .	50 lbs.
Maximum grade, with its length in main road, [59 66-100 per mile, distance 8,300 feet,] .	59 66-100 pr mile, 8,300 ft.
Total rise and fall in main road, [on part constructed,]	{ Rise, 166 67-100 feet; Fall, 61 45-100 "
Shortest radius of curvature, with length of curve in main road, .	991 feet; 350 feet long.
Total degrees of curvature in main road, [on part constructed,]	304° 10'.
Total length of straight line in main road, [on part constructed,]	4 262-1000 miles.
Aggregate length of wooden truss bridges, .	82 feet.
Aggregate length of all other wooden bridges, [on part constructed,] .	188 "
Whole length of road unfenced on both sides, .	None.
Number of public ways crossed at grade, .	5
Number of railroads crossed at grade, .	None.
Way stations for accommodation trains, .	6

Flag stations,	.	.	.	.	.	2
Whole number of way stations,	.	.	.	.	.	6
Whole number of flag stations,	.	.	.	.	.	2
DOINGS DURING THE YEAR, [as to part constructed.]						
[Road just begun to be operated by the Boston and Worcester Railroad Corporation.]						

SAMUEL A. WALKER.
MARSHALL S. RICE.
OTIS PETTEE.
JOHN C. LEE.
JONATHAN STONE.
ARTEMAS NEWELL.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *December 27, 1852.* Then personally appeared, the above named Artemas Newell and John C. Lee, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, SAMUEL A. WALKER, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 25, A. D. 1852.* Then personally appeared, the above named Samuel A. Walker, Marshall S. Rice, Jonathan Stone, and Otis Pettee, and made oath, respectively, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, S. F. PLIMPTON, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
CHARLES RIVER RAILROAD COMPANY.

To the Honorable the Legislature of Massachusetts :

The Directors of the Charles River Railroad Company respectfully submit the First Annual Report of their doings under the act of incorporation.

Pursuant to legal notice, said company, early in the present year, held a meeting, accepted the act of incorporation, and was duly organized.

A considerable amount of stock has been subscribed for the objects of the company, and measures have been taken to procure a re-survey early to be made, with a view to make the line of the road more perfect before location.

In consequence of the incipient state of their proceedings, further returns, indicated by law, cannot be expected at this time.

LUTHER METCALF,
JONA. P. BISHOP,
JOHN P. JONES,
WILLARD DANIELS,
NOAH J. ARNOLD,
HORATIO MASON,
WM. H. CARY,

Directors.

December, 1852.

NORFOLK, ss. Personally appeared, Luther Metcalf, Jonathan P. Bishop, John P. Jones, Willard Daniels, Noah J. Arnold, Horatio Mason, and Wm. H. Cary, this 20th day of December, 1852, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

CLARK PARTRIDGE, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
CHESHIRE RAILROAD COMPANY.

Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$2,250,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	\$1,541,154 50
Capital paid in since last report,	537,470 50
Total amount of capital stock paid in,	2,078,625 00
Funded debt, per last report,	1,049,100 00
Funded debt paid since last report,	328,200 00
Funded debt, increase of, since last report,	None.
Total present amount of funded debt,	720,900 00
Floating debt, per last report,	82,420 15
Floating debt paid since last report,	17,726 89
Floating debt, increase of, since last report,	None.
Total present amount of floating debt, [cash on hand deducted,]	64,693 26
Total present amount of funded and floating debt,	785,593 26
Average rate of interest per annum paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz. : January, \$1,221,609 13 ; February, \$996,645 53 ; March, \$966,426 57 ; April, \$971,202 86 ; May, \$971,712 29 ; June, \$950,450 24 ; July, \$912,343 99 ; August, \$848,048 63 ; September, \$811,929 88 ; October, \$786,547 62 ; November, \$755,774 15 ; December, \$785,593 26.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	1,487,694 31
For graduation and masonry paid during the past year,	1,702 51
Total amount expended for graduation and masonry,	1,489,396 82
For wooden bridges, per last report,	41,380 38
For wooden bridges paid during the past year,	110 00
Total amount expended for wooden bridges,	41,490 38
Total amount expended for iron bridges (if any,)	None.
For superstructure, including iron, per last report,	466,168 15
For superstructure, including iron, paid during the past year,	9,361 01
Total amount expended for superstructure, including iron,	475,529 16
For stations, buildings and fixtures, per last report,	66,103 10
For stations, buildings and fixtures, paid during the past year,	13,290 10

Total amount expended for stations, buildings and fixtures,		\$79,393 20
For land, land-damages and fences, per last report,	\$107,719 20	
For land, land-damages and fences, paid during the past year,	2,749 10	
Total amount expended for land, land-damages and fences,		110,468 30
For locomotives, per last report,	82,502 34	
For locomotives, paid during the past year,	30,264 58	
Total amount expended for locomotives,		112,766 92
For passenger and baggage cars, per last report,	16,000 00	
For passenger and baggage cars, paid during the past year,	6,840 36	
Total amount expended for passenger and baggage cars,		22,840 36
For merchandise cars, per last report,	54,879 27	
For merchandise cars, paid during the past year,	17,118 10	
Total amount expended for merchandise cars,		71,997 37
For engineering, per last report,	46,289 63	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		46,289 63
For agencies and other expenses, per last report,	409,107 51	
For agencies and other expenses, paid during the past year:—		
[Second dividend of interest,	\$139 83	} 142,814 83
[Third and fourth dividend of interest,	2,185 00	
[Loss on bonds,	115 00	
[Loss on 5,615 shares of stock, sold at \$75 for \$100, in 1848, is \$25 per share,	140,375 00	
Total amount expended for agencies and other expenses,		551,922 34
Total cost of road and equipment,		\$3,002,094 48

CHARACTERISTICS OF ROAD.

Length of road,	53 646-1000 miles.
Length of single main track,	53 646-1000 "
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	5 50-100 miles.
Weight of rail per yard in main road,	60 pounds.
Weight of rail per yard in branch roads,	None.
Specify the different weights per yard,	60 pounds. [miles.
Maximum grade, with its length in main road,	59 664-1000 feet; 14 9-10
Maximum grade, with its length in branch roads,	None.
Total rise and fall in main road,	2,377 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve in main road,	955 feet ; 711 feet long.
Shortest radius of curvature, with length of curve in branch roads,	None.
Total degrees of curvature in main road,	3,152° 18'
Total degrees of curvature in branch roads,	None.
Total length of straight line in main road,	31 28-100 miles.
Total length of straight line in branches,	None.
Aggregate length of wooden truss bridges,	1,534 feet.

Aggregate length of all other wooden bridges, . . .	425 feet.
Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	All fenced.
Number of public ways crossed at grade, . . .	39
Number of railroads crossed at grade, . . .	None.
Remarks, . . .	None.
Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	6
Flag stations, . . .	6
Whole number of way stations, . . .	6
Whole number of flag stations, . . .	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	99,450	
Miles run by freight trains, . . .	131,820	
Miles run by other trains, . . .	11,778	
Total miles run, . . .		243,048
Number of passengers carried in the cars, . . .	99,724	
Number of passengers carried one mile, . . .	4,214,186	
Number of tons of merchandise carried in the cars, . . .	112,367	
Number of tons of merchandise carried one mile, . . .	6,489,790	
Number of passengers carried one mile, to and from other roads, . . .	3,566,528	
Number of tons carried one mile, to and from other roads, . . .	5,773,051	
Rate of speed adopted for express passenger trains, including stops, . . .	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	None.	
Rate of speed adopted for accommodation trains, . . .	25 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 miles.	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	None.	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	10 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . .	2,395,861	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	9,133,855	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$25,642 16	
For repairs of wooden bridges, . . .	2,845 47	
For renewals of iron, including laying down, . . .	2,833 36	
For wages of switchmen, average per month, \$26 00	1,375 56	
For wages of watchmen, average per month, 25 00	1,814 00	
Number of men employed exclusive of those engaged in construction, . . .	163	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) . . .	1,068 40	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	147 83	
Total for maintenance of way, . . .		\$35,726 78

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$15,493 10	
For new locomotives to cover depreciation,	Nothing.	
For repairs of passenger cars,	5,384 24	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	5,861 27	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and and other cars,	166 51	
Total for maintenance of motive power and cars,		\$26,905 12
Number of engines,	15	
Number of passenger cars,	9 8-wheel.	
Number of baggage cars,	5 8-wheel.	
Number of merchandise cars, [103 8-wheel, 14 4-wheel,]	220 4-wheel.	
Number of gravel cars,	13	

MISCELLANEOUS.

For fuel used by engines during the year, viz :		
Wood,	25,727 24	
Coal,	None.	
For oil used by cars and engines,	7,113 14	
For waste and other material for cleaning,	861 15	
For salaries, wages and incidental expenses, chargeable to passenger department,	28,867 14	
For salaries, wages and incidental expenses, chargeable to freight department,	40,149 53	
For gratuities and damages,	571 09	
For taxes and insurance,	8,252 30	
For ferries,	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,	568 43	
For interest,	45,438 82	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [\$33,600 01, paid to Vermont and Massachusetts Railroad Company, distributed and included in the items above.]		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	7,865 25 4,455 66	
Total miscellaneous,		169,869 75
Total expenditures for working the road, [including interest as above, and amount of rent paid Vermont and Massachusetts Railroad Company,]		\$232,501 65

INCOME DURING THE YEAR.*For passengers :—*

1. On main road, including branches owned by company,	19,729 90	
2. To and from other roads, specifying what, [Fitchburg, Vermont and Massachusetts, Sullivan, Vermont Central, Rutland and Burlington, Ogdensburg, Connecticut and Passumpsic, Saratoga and Washington, Western Vermont, Rutland and Washington, Saratoga and Schenectady,	100,015 69	
		119,745 59

<i>For freight :—</i>		
1. On main road and branches owned by company,	\$17,914 40	
2. To and from other connecting roads, [Fitchburg, Vermont and Massachusetts, Sullivan, Vermont Central, Rutland and Burlington, Ogdensburg, Connecticut and Passumpsic, Saratoga and Washington, Western Vermont, Rutland and Washington, Saratoga and Schenectady,]	139,465 55	
		\$157,379 95
U. S. Mails,	5,729 00	
Rents, [\$757 71; Express, \$2,183 30; Miscellaneous, \$1,973 05,]	4,914 06	
		10,643 06
Total income,		\$287,768 60
Net earnings, after deducting expenses,	55,266 95	
DIVIDENDS.		
5 per cent. Total,	103,644 00	
Surplus last year,	63,522 59	
Total surplus,		15,145 54

There is included in the above amount of expenditure for repairs and operation of the road, about eight thousand dollars, occasioned by the extraordinary freshet of the last spring, by which the Winchendon bridge was swept off, and the masonry undermined, and the whole necessarily rebuilt. Also, about seven thousand dollars for bills which had accrued previous to the commencement of the year, but settled and paid within it.

The deduction of these two amounts are necessary to show the actual ordinary expense, of the year; the first being altogether extraordinary, and there being no remaining outstanding bills of the present year as an offset to the second amount.

ACCIDENTS.

A laborer on the gravel train, was killed by the dumping of the car while the train was in motion.

March 15.—G. L. Richardson, conductor of the freight train, had his leg broken, while in charge of the train.

THOMAS THACHER.
 THOMAS M. EDWARDS.
 S. HALE.
 GEORGE HUNTINGTON.
 THOMAS J. LOBDELL.

SUFFOLK, ss. *December 30, 1852.* Personally appeared the above-named Thomas Thacher, Thomas M. Edwards, Salma Hale, George Huntington, and Thomas J. Lobdell, and made oath that the within return, by them subscribed, was true, according to the best of their knowledge and belief.

Before me,

ROBERT A. WILLIAMS, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return of the Connecticut River Railroad, under the Act of May 1st, 1849, Chap. 191.

Capital Stock,	\$1,750,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	\$1,591,110 00
Capital paid in since last report,	None.
Total amount of capital stock paid in,	1,591,110 00
Funded debt, per last report,	175,000 00
Funded debt, increase of, since last report,	18,500 00
Total present amount of funded debt,	193,500 00
Floating debt, per last report,	38,157 50
Floating debt paid since last report,	21,357 43
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	16,800 07
Total present amount of funded and floating debt,	210,300 07
Average rate of interest per annum paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1851, \$231,157 50; January, '52, \$251,749 15; February, \$252,091 65; March, \$261,591 65; April, \$282,969 15; May, \$309,569 15; June, \$249,230 25; July, \$239,702 25 cents; August, \$254,524 75; September, \$246,762 32; October, \$249,117 32; November, \$238,800.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	513,381 41
For graduation and masonry paid during the past year,	Nothing.
Total amount expended for graduation and masonry, (reduced by receipts for stone sold,)	513,242 93
For wooden bridges, per last report,	42,991 94
For wooden bridges paid during the past year,	Nothing.
Total amount expended for wooden bridges,	42,991 94
Total amount expended for iron bridges, (if any,)	Nothing.
For superstructure, including iron, per last report,	545,287 61
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	545,287 61
For stations, buildings and fixtures, per last report,	114,183 93
For stations, buildings and fixtures, paid during the past year,	26 88

Total amount expended for stations, buildings and fixtures,		\$114,210 81
For land, land-damages and fences, per last report,	\$236,108 18	
For land, land-damages and fences, paid during the past year, [being for correction of former entry, &c. for payment of old claim, less receipts for property sold,]	475 50	
Total amount expended for land, land-damages and fences,		236,583 68
For locomotives, per last report,	81,982 87	
For locomotives, paid during the past year. [Two engines have been bought during the year, at a cost of \$15,050. Three old engines have been sold for \$11,600; the balance will be charged to current expenses.]		
Total amount expended for locomotives,		81,982 87
For passenger and baggage cars, per last report,	23,350 34	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		23,350 34
For merchandise cars, per last report,	82,225 28	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		82,225 28
For engineering, [agencies and other expenses,] per last report,	162,080 80½	
For engineering, [agencies and other expenses,] paid during the past year,	Nothing.	
Total amount expended for engineering, [agencies and other expenses, (reduced by property sold,)]		162,070 80½
Total cost of road and equipment,		\$1,801,946 26½

CHARACTERISTICS OF ROAD.

Length of road, [50 miles. Length of Ashuelot road, leased by company, 23 miles.]	
Length of single main track,	50 miles.
Length of double main track,	None, except for turn-outs.
Length of branches owned by the company, stating whether they have a single or double track,	{ 2 35-100 miles, single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	43,130 feet.
Weight of rail per yard in main road,	36 miles, 56 lbs.; bal. 61 lbs.
Weight of rail per yard in branch roads,	56 lbs.
Specify the different weights per yard,	56 lbs. and 61 lbs.
Maximum grade, with its length in main road,	32 ft. per mile for 6½ miles.
Maximum grade, with its length in branch roads,	18 ft. " 11-6 "
Total rise and fall in main road,	680 feet.
Total rise and fall in branch roads,	28 "
Shortest radius of curvature, with length of curve in main road,	{ 882 feet radius; 889 feet long.
Shortest radius of curvature, with length of curve in branch roads,	{ 714 feet radius; 1,300 feet long.
Total degrees of curvature in main road,	1,854 degrees.
Total degrees of curvature in branch roads,	449 "
Total length of straight line in main road,	35½ miles.
Total length of straight line in branches,	1 mile.
Aggregate length of wooden truss bridges,	2,674 feet.

Aggregate length of all other wooden bridges,	250 feet pile bridge.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	About two miles.
Number of public ways crossed at grade,	55.
Number of railroads crossed at grade,	2
Way stations for express trains,	No express trains run.
Way stations for accommodation trains,	15
Flag stations,	None.
Whole number of way stations,	15
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	120,750	
Miles run by freight trains,	44,342	
Miles run by other trains,	8,111	
Total miles run,		173,203
Number of passengers carried in the cars,	311,901	
Number of passengers carried one mile,	3,950,975	
Number of tons of merchandise carried in the cars,	78,504	
Number of tons of merchandise carried one mile,	1,769,820	
Number of passengers carried one mile, to and from other roads,	1,512,680	
Rate of speed adopted for express passenger trains, including stops,	No express trains.	
Rate of speed adopted for accommodation trains,	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25	" "
Average rate of speed actually attained by special trains, including stops and detentions,	20	" "
Average rate of speed adopted for freight trains, including stops and detentions,	10	" "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	} Impossible to estimate with any degree of accuracy.	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$16,318 82½
For repairs of wooden bridges,	3,828 88
For renewals of iron, including laying down,	4,477 50
For wages of switchmen, average per month, \$25 00	
For wages of gate-keepers, average per month, 20 00	
For wages of signal men, average per month, 20 00	
For wages of watchmen, average per month, 30 00	
Number of men employed exclusive of those engaged in construction,	160
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), [no extra power used.]	776 63
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,	5 94
Total for maintenance of way,	\$25,407 77½

MOTIVE POWER AND CARS.

For repairs of locomotives,	12,518 24
For new locomotives to cover depreciation,	Nothing.
For repairs of passenger cars,	5,197 53

For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	\$4,293 72	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	449 31	
Total for maintenance of motive power and cars,		\$22,458 80
Number of engines,	11	
Number of passenger cars,	13	
Number of baggage cars,	5	
Number of merchandise cars,	254	
Number of gravel cars,	22	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	17,510 25	
Coal, [no coal used by engines.]		
For oil used by cars and engines,	2,261 53	
For waste and other material for cleaning,	511 02	
For salaries, wages, and incidental expenses, charge- able to passenger department,	18,015 21	
For salaries, wages, and incidental expenses, charge- able to freight department,	15,021 40	
For gratuities and damages,	547 72	
For taxes and insurance,	1,558 50½	
For repairs of station buildings, aqueducts, fixtures, furniture,	1,606 28	
For interest,	13,822 00	
For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company,	} 30,000 00	} to Ashuelot R.R. Co.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	8,255 53½	
Total miscellaneous,		109,109 45
Total expenditures for working the road,		\$156,976 02½
INCOME DURING THE YEAR.		
<i>For passengers:</i>		
1.—On main road, including branches owned [and leased] by company, [and to and from other roads,]	124,787 67½	
<i>For freight:—</i>		
1.—On main road and branches owned [and leased] by company, [and to and from other connecting roads,]	93,236 90	
U. S. Mails, [\$5,296 37; Express, \$2,200,]	7,496 37	
Rents,	3,484 04	
Total income,		229,004 98½
Net earnings, after deducting expenses,		72,028 96
DIVIDENDS.		
5 per cent. [on \$1,283,600 common stock, and 8 per cent. on \$307,500 preferred stock,] total,	88,780 00	
Surplus not divided,	33,945 73	
Surplus last year,	78,701 29	
Total surplus,		33,945 73

The following accidents have occurred on our road during the past year :—

December 17, 1851.—Edmund Poole, who was temporarily employed as brakeman on a freight train, in attempting to shackle two cars, while the train was in motion, caught his foot in a frog, was thrown down and one leg cut off below the knee. Medical aid was immediately called and his leg amputated above the knee ; but all of no avail. He died the same day. His age was 19.

April 30, 1852.—John Garvey, a little child three years old, was run over by the train, between Cabot Junction and Cabot Centre. He was playing upon the track, and was not seen until too late to save him. The verdict of the coroner was—"That the accident occurred without any fault or blame of those having charge of the engine and train."

September 17, 1852.—Stephen Stone, of Northampton, while on an excursion train, and standing near the opening at the end of one of the platform cars, which had been fitted up for the occasion with seats and railings, fell off when near Cabotville, and was run over, crushing both legs and otherwise injuring him ; so that he lived but two hours after the accident. Had he been sitting, instead of standing, the accident could not have occurred. The verdict of the coronor, in this case, was, "That no blame could be attached to those having charge of the train."

C. W. CHAPIN,
CHARLES E. FORBES,
GORHAM BROOKS,
HENRY W. CLAPP,
SAM. HENSHAW,
WILLIAM DWIGHT,
EDM. G. HOWE,
Directors.

SUFFOLK, ss. *December 28, 1852.* Personally appeared, C. W. Chapin, Charles E. Forbes, Gorham Brooks, Henry W. Clapp, Samuel Henshaw, William Dwight, and Edmund G. Howe, and made oath that the foregoing report by them subscribed, is, according to their best knowledge and belief, true.

Before

CHARLES H. MILLS, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
DORCHESTER & MILTON BRANCH RAILROAD
COMPANY.

*Return of the Dorchester and Milton Branch Railroad, under the Act of May 1,
1849, chap. 191.*

Capital stock,		\$130,000 00
Increase of capital since last report,	None.	
Capital paid in per last report,	\$73,340 00	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		73,340 00
Funded debt, per last report,	50,000 00	
Funded debt paid since last report,	10,500 00	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		39,500 00
Floating debt, per last report,	6,050 00	
Floating debt, increase of, since last report,	5,827 84	
Total present amount of floating debt,		11,877 84
Total present amount of funded and floating debt,		51,377 84
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$56,050 00; February, \$51,377 84; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$51,377 84.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	40,724 80	
For graduation and masonry paid during the past year,	None.	
Total amount expended for graduation and masonry,		40,724 80
For wooden bridges, per last report,	6,209 02	
For wooden bridges paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		6,209 02
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	30,051 73	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		30,051 73
For stations, buildings and fixtures, per last report,	11,508 69	
For stations, buildings and fixtures, paid during the past year,	Nothing.	

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Total amount expended for stations, buildings and fixtures,		\$11,508 69
For land, land-damages and fences, per last report, .	\$32,654 06	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		32,654 06
For engineering, per last report,	10,155 82	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		10,155 82
For agencies and other expenses, per last report, .	5,068 65	
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies and other expenses,		5,068 65
Total cost of road,		\$136,372 77
[Amount of income, &c., applied to reduce construction account, 1851,	6,982 77 }	11,654 93
“ “ “ 1852,	4,672 16 }	
[Account as reduced,]		\$124,717 84
CHARACTERISTICS OF ROAD.		
Length of road,	3 miles, 1,300 ft.	
Length of single main track,	3 miles, 1,300 ft.	
Weight of rail per yard in main road,	52 lbs. per yd.	
Maximum grade, with its length in main road, .	39 6-10 ft., whole distance	
Total rise and fall in main road,	54½ ft. [6,600 ft.	
Shortest radius of curvature, with length of curve in main road,	410 ft. rad., length 200 ft.	
Total degrees of curvature in main road,	257½°.	
Total length of straight line in main road,	2 42-100 miles.	
Aggregate length of wooden truss bridges,	101 ft.	
Number of public ways crossed at grade,	2	
Number of railroads crossed at grade,	None.	
Flag stations,	2	
Whole number of way stations,	3	
Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
[See Old Colony Railroad Company's Report.]		
EXPENDITURES FOR WORKING THE ROAD.		
[See Old Colony Railroad Company's Report.]		
MOTIVE POWER AND CARS.		
[See Old Colony Railroad Company's Report.]		
MISCELLANEOUS.		
For taxes and insurance,	\$41 92	
INCOME DURING THE YEAR.		
Total income,	7,530 00	
DIVIDENDS.		
[None. Income applied to reduce debt.]		

NOTE.—This branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, which was in December, 1847. It was then furnished and equipped by that corporation, and has since been run by it,—the lease taking effect on the 1st January, 1848; therefore some of the information called for above cannot be furnished by us: but it will doubtless be furnished by the report of that corporation. The terms of the lease are set forth in full in the Annual Reports of Railroad Corporations, Senate, No. 26, for 1847, p. 127, and in subsequent returns.

The amount of claims outstanding in favor of the company, . \$202 96

Amount of cash in treasury, 374 98

The amount outstanding for arrear dividends due and unpaid, \$333 00

The amount of all outstanding liabilities of the company, for all demands whatsoever, so far as known to the treasurer or directors, other than those embraced in the funded and floating debt, as stated, is 150 00

On the 1st day of January, 1853, an instalment of rent, \$3,765, will fall due from Old Colony Railroad Company, which, after providing for the payment of semi-annual interest of the funded debt, will leave \$2,165 to be applied to the reduction of the floating debt, &c., thereby reducing the account, as stated, from \$124,717 84 to \$122,494 15.

The cost of depots, &c., and land and real estate therewith, owned by Corporation, \$16,690 09.

EDW. KING,
ALEX'R POPE,
NANH'L F. SAFFORD,
E. H. R. RUGGLES,
Directors.

SUFFOLK, ss. *December 29, 1852.* Then personally appeared, Nath'l F. Safford, and made oath that the foregoing return is true, according to his best knowledge and belief.

WM. RICHARDSON, *Justice of the Peace.*

NORFOLK, ss. *December 29, 1852.* Then personally appeared, Edw. King, Alex'r Pope, E. H. R. Ruggles, and made oath, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

NATH'L F. SAFFORD, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
DANVERS AND GEORGETOWN RAILROAD COM-
PANY.

*To the Honorable the Senate and the House of Representatives of the
Commonwealth of Massachusetts :*

The Directors of the Danvers and Georgetown Railroad Company, respectfully submit the following report, agreeably to provisions of law.

The said company has been organized within the past year, and about four hundred and fifty shares of the capital stock have been subscribed for. Measures are now being taken to obtain subscriptions for the remainder of the stock, and the Directors confidently believe that the road will be constructed within the time limited by their charter. The capital stock of the said company consists of thirteen hundred shares.

WILLIAM D. NORTHEND.
GEORGE J. TENNEY.
GEO. COGSWELL.
THOMAS PERLEY.
SAMUEL LITTLE.

August 4, 1852.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. *January 4, A. D. 1852.* Then personally appeared the above-named William D. Northend, George J. Tenney, George Cogswell, Thomas Perley, and Samuel Little, and made oath that the above statement, by them subscribed, is true, to the best of their knowledge and belief.

Before me,

JER. RUSSELL, *Justice of the Peace.*

SEVENTEENTH ANNUAL REPORT

OF THE

EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191, for the year ending June 30, 1852.

Capital stock,	\$3,150,000 00	
Increase of capital since last report,	1,000,000 00	
		\$4,150,000 00
Capital paid in per last report,	2,850,000 00	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		2,850,000 00
Funded debt, per last report,	500,000 00	
Funded debt paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		500,000 00
Floating debt, per last report,	297,180 22	
Floating debt, increase of since last report,	665,726 39	
Total present amount of floating debt,		962,906 61
Total present amount of funded and floating debt,		\$1,462,906 61
Average rate of interest per annum paid during the year,	5 61-100 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$595,571 35; February, \$648,267 08; March, \$663,267 08; April, \$703,605 19; May, \$745,771 86; June, \$730,276 40; July, \$283,388 14; August, \$428,586 62; September, \$443,586 62; October, \$443,336 62; November, \$489,010 97; December, \$522,710 97.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	641,625 18	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		641,625 18
For wooden bridges, per last report,	278,573 94	
For wooden bridges paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		278,573 94
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	952,171 74	
For superstructure, including iron, paid during the past year,	368 77	
Total amount expended for superstructure, including iron,		952,540 51
For stations, buildings and fixtures, per last report,	453,283 68	
For stations, buildings and fixtures, paid during the past year,	Nothing.	

Total amount expended for stations, buildings and fixtures,		\$453,283 68
For land, land-damages and fences, per last report,	\$268,600 10	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		268,600 10
For locomotives, per last report,	139,037 85	
For locomotives, paid during the past year,	Nothing.	
Total amount expended for locomotives,		139,037 85
For passenger and baggage cars, per last report,	107,710 85	
For passenger and baggage cars, [decreased] during the past year,	368 77	
Total amount expended for passenger and baggage cars,		107,342 08
For merchandise cars, per last report,	95,242 49	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		95,242 49
For engineering, per last report,	184,145 84	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		184,145 84
For agencies, and other expenses, per last report,	Nothing.	
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies and other expenses,	Nothing.	
Total cost of road and equipment,		\$3,120,391 67

CHARACTERISTICS OF ROAD.

	Main Road.	Marble'd Branch.	Glouce'r Branch.	Salisb'ry Branch.
Length of road, [Miles,	38.1063			
Length of single main track, [do	38.1063			
Length of double main track, [do	16.			
Length of branches owned by the company, stating whether they have a single or double track, [Single track,		3 miles	13.507	3.4112
Aggregate length of sidings and other tracks, excepting main tracks and branches, [Miles,	1.4365			
Weight of rail per yard in main road, [Pounds,	45, 57 and 61.			
Weight of rail per yard in branch roads,		46 lbs.	46 lbs.	46 lbs.
Maximum grade, with its length in main road, [Length, 4,600 feet,	40 ft.			
Maximum grade, with its length in branch roads,		40 ft.	45 ft.	41 ft.
Total rise and fall in main road, [Feet,	578.297			
Total rise and fall in branch roads, [do		185 ft.	3326 ft.	39½ ft.
Shortest radius of curvature, with length of curve in main road, [Radius, 1,140 feet,	1000 ft.			
Shortest radius of curvature, with length of curve in branch roads, [Radius, 1,146 feet,		900 ft.	1910 ft.	400 ft.
Total degrees of curvature in main road,	450°			
Total degrees of curvature in branch roads,			451°	283°
Total length of straight line in main road, [Miles,	28.4950			
Total length of straight line in branches,		1.3310	7.1944	2.1662
Aggregate length of wooden truss bridges,	2,218 feet.			
Aggregate length of all other wooden bridges,	7,229 "			
Aggregate length of iron bridges,	None.			

Number of public ways crossed at grade, . . .	60
Number of railroads crossed at grade, . . .	2
Way stations for express trains, . . .	2
Way stations for accommodation trains, . . .	15
Flag stations, . . .	11
Whole number of way stations, . . .	15
Whole number of flag stations, . . .	11

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	256,470	
Miles run by freight trains, . . .	43,684	
Miles run by other trains, . . .	11,810	
Total miles run, . . .		311,964
Number of passengers carried in the cars, . . .	1,004,991	
Number of passengers carried one mile, . . .	13,672,880	
Number of tons of merchandise carried in the cars, . . .	81,027	
Number of tons of merchandise carried one mile, . . .	1,673,688	
Number of passengers carried one mile, to and from other roads, . . .	2,116,449	
Number of tons carried one mile, to and from other roads, . . .	289,365	
Rate of speed adopted for express passenger trains, including stops, . . .	22 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	22 " "	
Rate of speed adopted for accommodation trains, . . .	21 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	20 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	22 " "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	15 " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . .	3,623,616	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	2,806,132	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . .	\$21,198 98	
For repairs of wooden bridges, . . .	4,769 32	
For renewals of iron, including laying down, [charged in Renewal account,] . . .		
For wages of switchmen, average per month, \$33 58,	Total, } 5,799 60	
For wages of gate-keepers, average per mo., { 19 65,		
For wages of signal-men, average per mo., { 26 00,		
For wages of watchmen, average per month, 26 00,		
Number of men employed exclusive of those engaged in construction, . . .	267	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	931 40	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	1,183 78	
Total for maintenance of way, . . .		\$33,883 08

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	22,835 67
For repairs of passenger cars, . . .	14,448 72

For repairs of merchandise cars,	\$2,245 34	
For repairs of gravel and other cars,	255 11	
Total for maintenance of motive power and cars,		\$39,784 84
Number of engines,	25	
Number of passenger cars,	59	
Number of baggage cars,	6	
Number of merchandise cars,	194	
Number of gravel cars,	57	
[Number of mail cars,]	3	
[Number of snow ploughs,]	5	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, [10,616½ cords,]	51,823 33	
Coal, [498 tons,]	2,990 11	
For oil used by cars and engines,	4,982 61	
For waste and other material for cleaning, [12,552 pounds,]	1,002 38	
For salaries, wages and incidental expenses, chargeable to passenger department,	42,117 84	
For salaries, wages and incidental expenses, chargeable to freight department,	20,713 92	
For gratuities and damages,	1,947 25	
For taxes and insurance,	6,826 95	
For ferries,	5,309 95	
For repairs of station buildings, aqueducts, fixtures, furniture,	1,154 62	
For interest,	28,959 04	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company,	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,460 00	
Total miscellaneous,		174,288 00
Total expenditures for working the road,		\$247,955 92

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned by company,	327,719 97
2.—To and from other roads, specifying what, [Portland, Saco and Portsmouth,]	47,077 70

For freight :—

1.—On main road and branches owned by company,	54,509 14
2.—To and from other connecting roads,	15,465 26
U. S. mails,	8,324 00
Rents, [\$22,248 12; Incidentals, \$13,629 12,]	35,877 24
Total income,	488,973 31
Net earnings, after deducting expenses,	\$241,017 39

DIVIDENDS.					
7½ per cent.	Total,	.	.	.	\$250,687 50
Surplus divided,	.	.	.	.	\$9,670 11
Surplus last year,	.	.	.	.	22,253 53
Total surplus,	.	.	.	.	\$12,583 42
THE RENEWALS [HAVE BEEN,]					
On {	Roads and bridges,	.	.	.	7,048 09
	Buildings,	.	.	.	
	Engines and cars,	.	.	.	
Surplus, June 30, 1852,	.	.	.	.	\$5,535 33

The Directors present the foregoing Return of the doings and income of the Eastern Railroad, for the year ending June 30, 1852.

Believing that the object of the Legislature of the State of Massachusetts is to have the Returns made in as clear and concise a manner as possible, they have, in addition to the form prescribed by the State, rendered the same in another form, showing the actual position of the road and property, its liabilities and resources, income and expenditures.

**SEVENTEENTH ANNUAL REPORT OF THE EASTERN RAILROAD
COMPANY, JUNE 30, 1852.**

Characteristics of the Eastern Railroad and Branches.

Length of main line in Mass, miles and decimals, .	38.201		
Length of Marblehead branch, miles and decimals, .	3.		
Length of Gloucester branch, miles and decimals, .	13.105		
Length of Salisbury branch, miles and decimals, .	3.779		
Total length of road and branches in Mass, .	—	58.085	
Length of road in New Hampshire, .		16.553	
Aggregate miles of road in operation, .		—	74.638
Miles of track on main line in Mass., .	54.201		
Miles of sidings and turnouts in Mass., .	3.420		
	—	57.621	
Miles of track on Marblehead branch, .	3.		
Miles of sidings and turnouts, .	.040		
	—	3.040	
Miles of track on Gloucester branch, .	13.105		
Miles of sidings and turnouts, .	.170		
	—	13.275	
Miles of track on Salisbury branch, .	3.779		
Miles of sidings and turnouts, .	.170		
	—	3.949	
Total length of track, sidings and turnouts in Mass., .		—	77.885
Length of track in New Hampshire, .		16.553	
Length of sidings and turnouts, .		.910	
		—	17.463
Aggregate miles of track in operation, .			95.348
No. of feet of truss bridge on main line and branches, .		2,218	
No. of feet of other bridge on main line and branches, .		11,170	
Total feet of bridge in Mass., .		—	13,388
Number of feet of bridge in New Hampshire, .			1,898
			—
Total number feet of bridge in Mass. and N. H., .			15,286
Weight of rail per yard on main line and branches, .	46 57 and 61 pounds.		
Maximum grade per mile, .	45 feet.		
Length of grade in feet, .	4,600 feet.		
Shortest radius of curvature, .	1,140 feet.		
Length of curve, .	1,000 feet.		

Cost of Roads and Branches in Massachusetts and New Hampshire, per mile of Road and per mile of Track.

	Total Outlay.	Length of Road. Track.		Cost per Mile.
Cost of main line in Massachusetts, per mile of road,	\$2,304,857 11	38.201	—	\$60,335 00
Cost of main line in Massachusetts, per mile of track,	— —	—	57.621	40,000 00
Cost of Marblehead branch, per mile of road,	55,843 05	3.	—	18,613 00
Cost of Marblehead branch, per mile of track,	— —	—	3.040	18,369 00
Cost of Gloucester branch, per mile of road,	338,879 71	13.105	—	25,859 00
Cost of Gloucester branch, per mile of track,	— —	—	13.275	25,528 00
Cost of Salisbury branch, per mile of road,	79,189 38	3.779	—	20,995 00
Cost of Salisbury branch, per mile of track,	— —	—	3.949	20,053 00
Average cost of the above, per mile of road,	2,778,769 25	58.085	—	47,819 00
Average cost of the above, per mile of track,	— —	—	77.885	35,665 00
Cost of equipment per mile of road operated,	341,622 42	74.638	—	4,577 00
Total outlay in Massachusetts, for the above,	3,120,391 67	—	—	—
Cost of road in New Hampshire, per mile of road,	501,481 84	16.553	—	30,295 00
Cost of road in New Hampshire, per mile of track,	— —	—	17.463	28,716 00
Total outlay to June 30, 1852, .	3,621,873 51			

Cost of Items comprising the Construction Account in Mass., per mile of Road.

Items.	Total Outlay.	Length of Road.	Cost per Mile.
Graduation and masonry,	\$641,625 18	58.085	\$11,046 00
Bridging (per lineal foot),	278,573 94	13.388	20 78
Superstructure (per mile of track),	952,540 51	77.885	12,200 00
Stations, buildings and fixtures,	453,283 68	58.085	7,804 00
Land, land-damage and fences,	268,600 10	58.085	4,624 00
Engineering and office expenses,	184,145 84	58.085	3,170 00
Equipment per mile of road operated,	341,622 42	74.638	4,577 00
Total outlay in Massachusetts for road and equipment,	3,120,391 67	58.085	53,721 00
Cost of road in New Hampshire,	501,481 84	16.553	30,295 00
Total cost of road and equipment in Mass. and New Hampshire,	3,621,873 51	74.638	48,526 00

Statement of the Share Capital of the

Date.	Authority to Create.	Shares.	Value.	Amount.
1852.				
June 30,	By Acts of State of Massachusetts, .	31,500	100.	\$3,150,000
" 30,	" " New Hampshire, .	4,925	100.	492,500
		36,425		\$3,642,500

Expenditure for Main Line and Branches in Mass. and

Items of Construction.	Amount to June 30, 1851.	Varied in 1852.	Amount to June 30, 1852.	Total outlay, June 30, 1852.
Graduation and masonry, .	\$641,625 18		\$641,625 18	
Bridging,	278,573 94		278,573 94	
Superstructure,	952,171 74	\$368 77	952,540 51	
Stations, buildings, and Fixtures,	453,283 68		453,283 68	
Land, land damage and fences,	268,600 10		968,600 10	
Engineering and office expenses,	184,145 84		184,145 84	
Cost of road in Mass., .	2,778,400 48			\$2,778,769 25
Locomotives,	139,037 85		139,037 85	
Passenger & baggage cars,	107,710 85	368 77	107,342 08	
Merchandise cars, . . .	82,948 15		82,948 15	
Gravel cars,	12,294 34		12,294 34	
Cost of equipment, . . .	341,991 19			341,622 42
Cost of road and equipment, in Mass.,	3,120,391 67			3,120,391 67
Cost of road in New Hamp- shire,	498,959 17	2,522 67		501,481 84
Total of both roads and equipment,	3,619,350 84	2,522 67		3,621,873 51
Property account for ba- lance of this account, .	223,149 16	2,522 67		220,626 49
	\$3,842,500 00			\$3,842,500 00

Combined Roads in Massachusetts and New Hampshire.

Date.	Disposition of.	Shares.	Value.	Amount.
1852. June 30,	Massachusetts stock sold to date, .	28,500	100.	\$2,850,000
	“ “ held by State Treasurer,	3,000	100.	300,000
	New Hampshire stock sold to date, .	4,925	100.	492,500
		36,425		\$3,642,500

Road in N. H., with Equipment for same, to June 30, 1852.

Date.		June 30, 1851.	Varied in 1852.	Total Amount in 1852.
1852. June 30,	By receipts from Mass. stock sold,	\$2,850,000 00	None.	\$2,850,000 00
	By receipts from N. H. stock sold,	492,500 00	“	492,500 00
	By receipts from State Treas.	500,000 00	“	500,000 00
		\$3,842,500 00		\$3,842,500 00

Statement of Property owned by the

Items of Property.	Amount to June 30, 1851.	Amount to June 30, 1852.
Real Estate—		
Lands in Boston and East Boston,	\$190,825 04	\$388,877 49
Sundry estates on line of road,	12,748 75	14,548 75
Interest in Stocks of other Companies—		
Grand Junction Railroad and Depot Co., . .	72,095 96	106,019 52
Essex Railroad Co.,	127,124 53	141,553 23
South Reading Branch Railroad,	—	201,208 60
Saugus Branch Railroad,	—	32,842 94
Portsmouth Bridge stock,	32,000 00	32,000 00
Penobscot Steam Navigation Co.,	13,475 00	13,475 00
Sundries—		
New equipment used on other roads, . . .	—	59,636 10
Railroad iron on hand,	13,094 99	14,929 42
Notes Receivable,	50,696 26	30,787 10
Renewal Fund, balance of,	—	24,769 65
Wood, iron, &c., on hand for future use, . .	38,082 47	41,432 73
Balances of earnings, uncollected at date, . .	61,666 36	63,959 06
Cash in treasury,	120 13	17,493 51
	\$611,929 49	\$1,183,533 10

Eastern Railroad Company, June 30, 1852.

[illegible]

*Statement of the Income or Revenue***RECEIPTS OF THE ROADS AND BRANCHES, AS FOLLOWS:—**

807,022	Passengers on Main Line,	.	.	.	\$292,979	14
76,955	"	Marblehead Branch,	.	.	6,618	76
67,333	"	Gloucester Branch,	.	.	25,487	55
14,487½	"	Salisbury, Branch,	.	.	2,634	52
39,193½	"	to and from the P. S. & P.	.	.		
	Railroad,	.	.	.	47,077	70
<hr/>						
1,004,991	Total No. of Passengers and amount of					
	receipts,	.	.	.		\$374,799 67
68,483 ⁵⁰ / ₁₀₀	Tons of freight on Main Line and					
	Branches,	.	.	.	54,509	14
12,543 ⁸⁸ / ₁₀₀	Tons of freight to and from P. S. & P.					
	Railroad,	.	.	.	15,465	26
<hr/>						
81,027 ¹⁶ / ₁₀₀	Total tons of freight & am't of receipts,	.	.	.		69,974 40
<hr/>						
	Package car and expresses,	.	.	.		7,561 18
	United States Mail,	.	.	.		8,324 00
	Miscellaneous receipts,	.	.	.		6,067 94
<hr/>						
	Total receipts from Railroad,	.	.	.		466,725 19
	Income from property owned by the road,	.	.	.		22,248 12
<hr/>						
	Total receipts from Railroad and property,	.	.	.		488,973 31

*Dr.**Surplus Income and*

July 1, 1851—To balance last year,	.	.	.	\$22,253	53
June 30, 1852	"			273,598	86

 \$295,852 39

Account for the year, ending June 30, 1852.

BY EXPENSES OPERATING ROAD, AS FOLLOWS.

For Machine Shop,	\$4,887 93	
“ Maintenance of road-way tracks, bridges, &c., .	33,883 08	
“ Locomotive Power,	89,183 76	
“ Train expenses,	38,752 66	
“ Office establishment,	17,491 84	
“ Station expenses,	25,060 18	
“ Ferry disbursements,	5,309 95	
“ Mail expenses,	805 05	
<hr/>		
Total working expenses,		\$215,374 45
Balance to “surplus income” account,		273,598 86

\$488,973 31

Dividend Fund

Cr.

June 30, 1852.—By interest on funded and floating debt,	\$32,581 47	
“ Renewals and contingent expenses,	7,048 09	
“ Dividend payable in July,	250,687 50	
<hr/>		
“ Balance to property account,		290,317 06
		5,535 33
		<hr/>
		\$295,852 39

*Detailed Statement of the Working Expenses for Year to
June 30, 1852.*

Items of Expenses.	Amount.	Total.
Machine Shop for oil and coal not charged to other accounts,		\$4,887 93
Repairs of Track,	\$2,823 62	
" Bridges,	4,769 32	
" Fences,	1,183 78	
Wages of track repairers, &c.,	13,911 71	
Sleepers and posts,	337 26	
Miscellaneous,	10,857 39	
Total for maintenance of way,		33,883 08
10,616½ cords of wood,	51,823 33	
2,917 gallons of oil,	3,112 15	
Repairs of engines,	22,835 67	
Water account,	1,677 25	
Wages of engine and firemen,	9,735 36	
Total for locomotive power,		89,183 76
1,826½ gallons of oil,	1,870 46	
Repairs of passenger cars,	14,448 72	
" freight cars,	2,245 34	
" gravel, hand and stone cars,	255 11	
Merchandise disbursement,	7,183 36	
Conductor, baggagemaster, and brakemen's wages,	9,716 01	
Miscellaneous,	3,033 66	
Total for train expenses,		38,752 66
Salaries and clerk hire,	7,611 19	
Stationery,	404 19	
Printing,	1,076 52	
Advertising,	695 49	
Wages of ticket sellers,	5,138 57	
Miscellaneous,	2,565 88	
Total for office expenses,		17,491 84
978¼ gallons of oil,	1,033 50	
498 tons Anthracite coal,	2,990 11	
Repairs of station buildings,	1,154 62	
Wages of station men,	17,419 63	
Miscellaneous,	2,462 32	
Total for station expenses,		25,060 18
311 gallons of oil,	330 27	
184 tons Anthracite coal,	1,108 25	
Repairs of boat and slips,	918 21	
Wages of crew,	2,313 87	
Miscellaneous,	639 35	
Total for ferry disbursements,		5,309 95
Mail expenses, for carrying mail to and from post offices,		805 05
Total expenses working road and branches,		\$215,374 45

Miscellaneous.

Number of miles run by passenger trains,	256,470	
“ “ freight trains,	43,684	
“ “ all other trains,	11,810	
Total number of miles run by trains,		311,964
Number of passengers carried in the cars,		1,004,991
“ “ “ one mile,		13,672,880
Number of tons of freight carried in the cars,	68,483 ⁸⁸ ₁₀₀	
“ “ “ to and from other roads,	12,543 ⁵⁰ ₁₀₀	
Total No. of tons of freight transported,		81,027 ¹⁶ ₁₀₀
Number of tons of freight carried one mile on main road,	1,384,322	
Number of tons of freight carried one mile to and from other roads,	289,365	
Total No. of tons carried one mile,		1,673,687
Rate of speed adopted for passenger trains,	21 miles per hour.	
“ “ express passenger trains,	22 “ “	
“ “ freight trains,	15 “ “	
Expenses per mile run for operating the road,		69 ³⁵⁸¹ ₁₀₀₀₀ cents.
Number of cords of wood used,		10,616 ¹ ₂
“ “ “ “ per 100 miles run,		3 ⁴⁰ ₁₀₀
Number of gallons of oil used,		4,743 ¹ ₄
Repairs of engines per mile run, in cents,		7 ³¹⁴³ ₁₀₀₀₀
“ cars, “ “ “		5 ⁴³²⁷ ₁₀₀₀₀
Pounds of waste used for cleaning,		12,552
Cost of “ “ “		\$1,002 ⁸⁸ ₁₀₀
Cost, per mile, of roads for maintenance of track, bridges, fences, and roadway,		\$376 ⁴⁷ ₁₀₀
Number of engines owned by the Company,		25
No. of passenger cars, “ “ “		59
No. of freight cars “ “ “		194
No. of gravel cars “ “ “		57
No. of snow plows, “ “ “		5
No. of baggage cars, “ “ “		6
No. of mail cars, “ “ “		3

ACCIDENTS.

July 17, 1851.—A boy, standing near the track at East Boston, was slightly injured by the cars.

August 22.—James Kelly was struck by the engine and so much injured that he died the same evening.

September 4.—William Peabody, walking on or near the track in Salem, was struck by the cars, and so much injured that he died a few days afterwards.

ALBERT THORNDIKE,
ISAIAH BREED,
MICAJAH LUNT,
B. T. REED,
S. HOOPER,
ICHABOD GOODWIN,
Directors of the Eastern Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston December 21, 1852.* Then personally appeared the above-named Albert Thorndike, Isaiah Breed, Micajah Lunt, B. T. Reed, Samuel Hooper, and Ichabod Goodwin, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

W. S. TUCKERMAN, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$700,000 00
Capital paid in, per last report,	\$295,177 31	
Capital paid in, since last report,	1,080 00	
Total amount of capital stock paid in,		296,257 31
Funded debt, per last report,	267,661 39	
Funded debt, increase of, since last report,	22,250 00	
Total present amount of funded debt,		289,911 39
Floating debt, per last report,	77,710 57	
Floating debt, increase of, since last report,	39,999 13	
Total present amount of floating debt,		117,709 70
Total present amount of funded and floating debt,		407,621 09
Average rate of interest per annum paid during the year,	6 per cent.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	235,700 84	
Total amount expended for graduation and masonry,		235,700 84
For wooden bridges, per last report,	29,182 88	
Total amount expended for wooden bridges,		29,182 88
For superstructure, including iron, per last report,	160,762 57	
Total amount expended for superstructure, including iron,		160,762 57
For stations, buildings and fixtures, per last report,	39,749 20	
Total amount expended for stations, buildings and fixtures,		39,749 20
For land, land-damages and fences, per last report,	94,659 85	
For land, land-damages and fences, paid during the past year,	11,615 08	
Total amount expended for land, land-damages and fences,		106,274 93
For locomotives, per last report,	No locomotive, passenger, baggage, or freight cars, are owned by this company.	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	16,388 47	

For engineering, paid during the past year, . . .	\$300 00	
Total amount expended for engineering, . . .		\$16,688 47
For agencies and other expenses, paid during the past year,	20,648 01	
Total amount expended for agencies and other ex- penses,		20,648 01
Total cost of road and equipment,		609,006 90

CHARACTERISTICS OF ROAD.

Length of road,	19.86 miles.	
Length of single main track,	17.86 "	
Length of double main track,	2 "	Salem to Danv.
Length of branches owned by the company, stating whether they have a single or double track, . . .	1.36 "	single.
Aggregate length of sidings, and other tracks, ex- cepting main tracks and branches,	4,400 feet.	
Weight of rail per yard in main road,	56 and 60 lbs.	
Weight of rail per yard in branch roads,	58 "	
Specify the different weights per yard,	The three above stated.	
Maximum grade, with its length in main road, . . .	55 feet—18,840 feet.	
Maximum grade, with its length in branch roads, . .	25 feet—200 feet.	
Total rise and fall in main road,	594½ feet.	
Total rise and fall in branch roads,	8 "	
Shortest radius of curvature, with length of curve in main road,	477½ feet—900 feet.	
Shortest radius of curvature, with length of curve in branch roads,	446 feet—200 feet.	
Total degrees of curvature in main road,	839° 37'.	
Total degrees of curvature in branch roads,	156°.	
Total length of straight line in main road,	14.6 miles.	
Total length of straight line in branches,	1.03 "	
Aggregate length of wooden truss bridges,	40 feet.	
Aggregate length of all other wooden bridges, . . .	5,383 "	
Aggregate length of iron bridges,	None.	
Whole length of road unfenced on both sides, . . .	4½ miles.	
Number of public ways crossed at grade,	29	
Number of railroads crossed at grade,	1	
Remarks,	{ The Branch crosses East- ern Railroad in Salem.	
Way stations for express trains,	No express trains.	
Way stations for accommodation trains,	8	
Flag stations,	5	
Whole number of way stations,	8	
Whole number of flag stations,	5	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	41,316	
Miles run by freight trains,	12,364	
Total miles run,		53,680
Number of passengers carried in the cars,	75,969½	
Number of passengers carried one mile,		728,799
Number of tons of merchandise carried in the cars, .	11,037 36-100	
Number of tons of merchandise carried one mile, . .		206,791
Number of passengers carried one mile, to and from other roads,	None.	
Number of tons carried one mile to and from other roads,	85,844	

Average rate of speed actually attained by express passenger trains, including stops and detentions, .	No express train.	
Rate of speed adopted for accommodation trains, .	20 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions, .	20 "	
Average rate of speed adopted for freight trains, including stops and detentions, .	15 "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, .	17,091	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, .	5,520	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$5,512 66	
For wages of switchmen, average per month, \$40 00	Total, }	
For wages of gate-keepers, average per month, 13 50		636 50
For wages of signal men, average per month, None.		
For wages of watchmen, average per month, None.		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	9 75	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, .	161 01	
Total for maintenance of way, .		\$6,319 92
MOTIVE POWER AND CARS.		
For repairs of locomotives, .	2,147 20	
For repairs of passenger cars, .	1,207 80	
For repairs of merchandise cars, .	603 90	
For repairs of gravel and other cars, .	None.	
Total for maintenance of motive power and cars, .		3,958 90
Number of engines, .	} Own no equipment. Road worked by contract.	
Number of passenger cars, .		
Number of baggage cars, .		
Number of merchandise cars, .		
Number of gravel cars, .		
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,		
Wood [1,620½ cords], .	8,267 72	
Coal, .	180 00	
For oil used by cars and engines [1,065½ galls.], .	1,131 00	
For salaries, wages and incidental expenses, chargeable to passenger department, .	6,679 05	
For salaries, wages and incidental expenses, chargeable to freight department, .	3,339 52	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, .	None.	
For amount paid other companies, as rent for use of their roads, specifying each company, .	3,214 92	Bost. & Me.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, .	1,446 26	
Total miscellaneous, .		24,258 47
Total expenditures for working the road, .		34,537 29

INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1.—On main road, including branches owned by company,	\$21,082 26
<i>For freight :—</i>	
1.—On main road and branches owned by company,	10,075 86
U. S. Mails,	408 33
Rents,	5,151 76
Total income,	\$36,718 21
Net earnings, after deducting expenses,	2,180 92

DAVID PINGREE, *Prest.*
 EBEN SUTTON.
 N. WESTON.
 HENRY G. GRAY.
 JOHN B. SILSBEE.

Essex, ss. *December 22*, 1852. Personally appeared, the above named David Pingree, Eben Sutton, N. Weston, Henry G. Gray, and John B. Silsbee, and made oath that the foregoing return, by them subscribed, is, to the best of their knowledge and belief, true.

Before

NATH'L J. LORD, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized,]		\$1,200,000 00
Capital paid in, per last report,	\$1,050,000 00	
Total amount of capital stock paid in,		1,050,000 00
[Debts receivable and cash,]	55,689 69	
[Debts payable,]	4,225 21	
[Balance in favor of company,]		51,464 48
[Materials on hand, for operating, for repairs, and for new work, valued at,]		35,715 62
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$155 60; February, \$155 60; March, \$155 60; April, \$155 60; May, \$155 60; June, \$155 60; July, \$5,155 60; August, \$2,155 60; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	254,000 00	
Total amount expended for graduation and masonry,		254,000 00
For wooden bridges per last report,	7,000 00	
Total amount expended for wooden bridges,		7,000 00
Total amount expended for iron bridges (if any),	No iron bridges.	
For superstructure, including iron, per last report,	400,000 00	
Total amount expended for superstructure, including iron,		400,000 00
For stations, buildings and fixtures, per last report,	77,000 00	
Total amount expended for stations, buildings and fixtures,		77,000 00
For land, land-damages and fences, per last report,	130,000 00	
Total amount expended for land, land-damages and fences,		130,000 00
For locomotives, per last report,	66,000 00	
Total amount expended for locomotives,		66,000 00
For passenger and baggage cars, per last report,	41,000 00	
Total amount expended for passenger and baggage cars,		41,000 00
For merchandise cars, per last report,	42,225 10	
Total amount expended for merchandise cars,		42,225 10
For engineering, per last report,	30,000 00	
Total amount expended for engineering,		30,000 00

For agencies and other expenses, per last report,	\$2,754 90
Total amount expended for agencies and other ex- penses,	<div>\$2,754 90</div>
Total cost of road and equipment,	\$1,050,000 00

CHARACTERISTICS OF ROAD.

Length of road,	42 and 242-1000 miles.
Length of single main track,	All single.
Aggregate length of sidings, and other tracks, ex- cepting main tracks and branches,	5½ miles.
Weight of rail per yard in main road,	54, 56 and 57 lbs.
Specify the different weights per yard,	54, 56 and 57 lbs.
Maximum grade, with its length in main road,	44 and 88-100 feet; length
Total rise and fall in main road,	874 feet. [2,400 ft.
Shortest radius of curvature, with length of curve in main road,	955 feet for 400 feet.
Total degrees of curvature in main road,	685° 36' 54" 5'''
Total length of straight line in main road,	30 and 338-1000 miles.
Aggregate length of wooden truss bridges,	67 feet.
Aggregate length of all other wooden bridges,	802 "
Whole length of road unfenced on both sides,	None unfenced.
Number of public ways crossed at grade,	49
Number of railroads crossed at grade,	1
Remarks,	{ Railroad reports, if sim- plified, would be im- proved.
Way stations for express trains,	2
Way stations for accommodation trains,	7
Flag stations,	9
Whole number of way stations,	7
Whole number of flag stations,	9

DOINGS DURING THE YEAR.

Miles run by passenger trains,	85,020	
Miles run by freight trains,	55,553	
Miles run by other trains,	1,635	
Total miles run,		142,208
Number of passengers carried in the cars,	277,975	
Number of passengers carried one mile,	5,771,534	
Number of tons of merchandise carried in the cars,	96,026	
Number of tons of merchandise carried one mile,	2,914,864	
Number of passengers carried one mile, to and from other roads,	5,279,645	
Number of tons carried one mile to and from other roads,	2,650,825	
Rate of speed adopted for express passenger trains, including stops,	29 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	29 " "	
Rate of speed adopted for accommodation trains,	22 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	22 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	22 " "	
Average rate of speed adopted for freight trains, in- cluding stops and detentions,	13 " "	

Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	3,145,740
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	4,388,832

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$23,668 09	
For repairs of wooden bridges, . . .	153 18	
For renewals of iron, including laying down. [Three hundred tons of new iron have been made use of. Cost in repairs.]		
For wages of switchmen, average per mo., \$30 00		Total, } 2,589 91
For wages of gate-keepers, average per mo., 30 00		
For wages of signal men, average per mo., 30 00		
For wages of watchmen, average per mo., 30 00		
Number of men employed exclusive of those engaged in construction, . . .	188	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used), . . .	261 51	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, . . .	341 39	
Total for maintenance of way, . . .		\$27,014 08

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	8,268 33	
For repairs of passenger cars, . . .	5,240 42	
For new passenger cars to cover depreciation, [one baggage car,] . . .	1,200 00	
For repairs of merchandise cars, . . .	6,878 08	
For new merchandise cars to cover depreciation, . . .	3,804 00	}
For repairs of gravel and other cars, . . .		
Total for maintenance of motive power and cars, . . .	25,390 83	
Number of engines, . . .	10	
Number of passenger cars, . . .	17	
Number of baggage cars, . . .	9, of which 3 are platforms.	
Number of merchandise cars, . . .	140	}
Number of gravel cars, . . .		

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, . . .	24,703 29
Coal, [used in station buildings and workshops,] . . .	742 79
For oil used by cars and engines, . . .	2,661 76
For waste and other material for cleaning, . . .	666 87
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	14,434 27
For salaries, wages and incidental expenses, chargeable to freight department, . . .	20,234 76
For gratuities and damages, . . .	381 40
For taxes and insurance, . . .	544 68
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	4,089 04
For interest. [Balance in company's favor.]	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices,	

and all other expenses not included in any of the foregoing items,	\$8,992 12	
Total miscellaneous,		\$77,450 98
Total expenditures for working the road,		\$129,855 89
INCOME DURING THE YEAR.		
<i>For passengers :</i>		
1.—On main road, including branches owned by company,	} 132,907 01	
2.—To and from other roads, specifying what,		
<i>For freight :</i>		
1.—On main road and branches owned by company,	} 88,556 16	
2.—To and from other connecting roads,		
U. S. mails,	3,087 98	
Rents, [\$542 77 ; expresses, \$3,845 08 ; interest received, \$506 37,]	4,894 22	
Total income,		229,445 37
Net earnings after deducting expenses,		\$99,589 48
DIVIDENDS.		
Eight per cent. Total,		84,000 00
Surplus not divided,	15,589 48	
Surplus last year,	29,590 62	
Total surplus,		45,180 10
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Roads and bridges,	} The aggregate of depreciation covered by repairs and new work.	
Buildings,		
Engines and cars,		

Of the dividends reported, one of four per cent., amounting to forty-two thousand dollars, has been ordered since the close of the business year, and when paid, in that amount will the debts receivable be reduced. The surplus, however, remains unchanged.

ACCIDENTS.

The only accident, perhaps, to which your attention should be called, occurred on the 29th day of *May*. A man when walking on the track near the Middleborough station, was run upon by the afternoon train from Boston, thrown from the track and had one of his legs broken. Otherwise he was but little injured. The person was a stranger, deaf and dumb, and although detained for several weeks, neither his name or place of residence was ascertained. When sufficiently recovered to travel, he was sent on his way, and of him since nothing more has been known.

A few days after the above occurrence, to wit, on the 2nd of *June*, a

workman upon the road had an arm broken, but from the injury recovered in ordinary time.

All which is respectfully submitted.

NATHN. B. BORDEN.
RICHARD BORDEN.
PETER H. PIERCE.
ROYAL TURNER.
C. C. GILBERT.
JEFFERSON BORDEN.
JOSEPH S. TILLINGHAST.
NAHUM STETSON.

BRISTOL, ss. *Fall River, December 30th, 1852.* Then personally appeared Nathaniel B. Borden, Richard Borden, Peter H. Pierce, Royal Turner, C. C. Gilbert, Jefferson Borden, and made oath, and Joseph S. Tillinghast affirmed, that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief.

Before me,

DAVID ANTHONY, *Justice of the Peace.*

ELEVENTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1st, 1849, chap. 191, for one year, ending November 30th, 1852.

Capital stock,		\$3,540,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$3,540,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		3,540,000 00
Funded debt, per last report,	100,000 00	
Funded debt, paid since last report,	} None.	
Funded debt, increase of, since last report,		
Total present amount of funded debt,		100,000 00
Floating debt, per last report,	16,508 00	
Floating debt, paid since last report,	16,508 00	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,		10,000 00
Total present amount of funded and floating debt,		110,000 00
Average rate of interest per annum, paid during the year,	Six per cent.	
Maximum amount of debt for each month during the year, viz.:—1851, December, \$116,508 00; 1852, January, \$115,308 00; February, \$140,308 00; March, \$140,308 00; April, \$140,308 00; May, \$140,308 00; June, \$142,333 52; July, \$134,679 52; August, \$132,654 00; September, \$125,000 00; October, \$110,000 00; November, \$110,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	740,291 85	
For graduation and masonry, paid during the past year,	756 50	
Total amount expended for graduation and masonry,		741,048 35
For wooden bridges, per last report,	175,917 25	
For wooden bridges, paid during the past year,	90 00	
Total amount expended for wooden bridges,		176,007 25
For superstructure, including iron, per last report,	1,064,405 74	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		1,064,405 74
For stations, buildings and fixtures, per last report,	436,262 20	
For stations, buildings and fixtures, paid during the past year,	20,608 30	
Total amount expended for stations, buildings and fixtures,		456,870 50

For land, land-damages and fences, per last report, .	\$715,832 04	
For land, land-damages and fences, paid during the past year, .	756 80	
Total amount expended for land, land-damages and fences, .		\$716,588 84
For locomotives, per last report, .	208,265 12	
For locomotives paid during the past year, .	Nothing.	
Total amount expended for locomotives, .		208,265 12
For passenger and baggage cars, per last report, .	52,150 20	
For passenger and baggage cars, paid during the past year, .	Nothing.	
Total amount expended for passenger and baggage cars, .		52,150 20
For merchandise cars, per last report, .	170,199 32	
Total amount expended for merchandise cars, .		169,149 32
For engineering, per last report, .	49,163 25	
For engineering, paid during the past year, .	25 00	
Total amount expended for engineering, .		49,188 25
For agencies and other expenses, per last report, .	} Nothing.	
For agencies and other expenses, paid during the past year, .		
Total amount expended for agencies and other expenses, .		
Total cost of road and equipment, .		\$3,633,673 57

CHARACTERISTICS OF ROAD.

Length of road, .	50 93-100 miles.
Length of single main track, .	None.
Length of double main track, .	50 93-100 "
Length of branches owned by the company, stating whether they have a single or double track, .	16 85-100 "single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	14 8-10 "
Weight of rail per yard in main road, .	56 to 58½ lbs.
Weight of rail per yard in branch roads, [except Lancaster and Sterling branch, which is 49 lbs.,]	56 lbs.
Specify the different weights per yard, .	Old track 56; new do. 58 lbs.
Maximum grade, with its length in main road, [made up of four separate planes, in different parts of the road,]	[the aggregate. 40 ft., 5 12-100 miles in.
Maximum grade, with its length in branch roads, .	46 ft.; length 4,600 ft.
Total rise and fall in main road, .	739½ ft. rise; 313½ ft. fall.
Total rise and fall in branch roads, .	156 4-10 ft.
Shortest radius of curvature, with length of curve in main road, .	818 ft.; 500 ft. long.
Shortest radius of curvature with length of curve in branch roads, .	385 ft.; 530 ft. long.
Total degrees of curvature in main road, .	1,694½°
Total degrees of curvature in branch roads, .	1,291°
Total length of straight line in main road, .	34 67-100 miles.
Total length of straight line in branches, .	11 88-100 "
Aggregate length of wooden truss bridges, .	490 ft.
Aggregate length of all other wooden bridges, .	7,376 ft.
Aggregate length of iron bridges, .	} None.
Whole length of road unfenced on both sides, .	
Number of public ways crossed at grade, .	88 on main line and br's.
Number of railroads crossed at grade, .	4

Way stations for express trains,	.	.	.	2 up, and 3 down.
Way stations for accommodation trains,	.	.	.	15 on main line.
Flag stations,	.	.	.	10 on main line.
Whole number of way stations,	.	.	.	27 on main line and branches.
Whole number of flag stations,	.	.	.	20 on main line and branches.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	.	.	.	272,069	
Miles run by freight trains,	.	.	.	140,159	
Miles run by other trains,	.	.	.	13,137	
Total miles run,	.	.	.		425,365
Number of passengers carried in the cars,	.	.	.	1,214,775	
Number of passengers carried one mile,	.	.	.	15,534,809	
Number of tons of merchandise carried in the cars,	.	.	.	427,372	
[In the last year's report of tonnage carried in the cars, there was an error. It should have been 333,713 tons, instead of 313,713 tons.]					
Number of tons of merchandise carried one mile,	.	.	.	10,003,470	
Number of passengers carried one mile, to and from other roads,	.	.	.	5,975,399	
Number of tons carried one mile, to and from other roads,	.	.	.	7,107,125	
Rate of speed adopted for express passenger trains, including stops,	.	.	.	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	.	.	.	31½	" "
Rate of speed adopted for accommodation trains,	.	.	.	24½	" "
[Average] rate of speed actually attained by accommodation trains, including stops and detentions,	.	.	.	23½	" "
Average rate of speed actually attained by special trains, including stops and detentions,	.	.	.	17½	" "
Average rate of speed adopted for freight trains, including stops and detentions,	.	.	.	12½	" "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	.	.	.	9,166,229	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	.	.	.	16,005,550	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	.	.	.	\$41,236 28	
For repairs of wooden bridges,	.	.	.	2,788 95	
For renewals of iron, including laying down,	.	.	.	5,507 19	
For wages of switchmen, average per month, \$27 37	.	.	.		
For wages of gate-keepers, average per month, 26 25	.	.	.		
For wages of signal men, average per month, 27 00	.	.	.		
For wages of watchmen, average per month, 28 23	.	.	.		
Number of men employed exclusive of those engaged in construction,	.	.	.	448	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	.	.	.	1,871 18	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses,	.	.	.	403 74	
Total for maintenance of way,	.	.	.		\$65,757 83

MOTIVE POWER AND CARS.

For repairs of locomotives,	.	.	.	29,204 60
For new locomotives to cover depreciation,	.	.	.	Nothing.

For repairs of passenger cars,	\$5,737 98	
For new passenger cars to cover depreciation,	116 08	
For repairs of merchandise cars,	12,456 19	
For new merchandise cars to cover depreciation,	5,380 31	
For repairs of gravel and other cars,	84 76	
Total for maintenance of motive power and cars,		\$52,979 92
Number of engines,	26	
Number of passenger cars,	27	
Number of baggage cars,	8, 8-wheel ; 3, 4-wheel.	
Number of merchandise cars,	158, 8-wheel ; 202, 4-wheel.	
Number of gravel cars,	36	

MISCELLANEOUS.

For fuel used by engines during the year, viz.: Wood,	62,675 15	
Coal, [not used on engines,]	1,639 47	
For oil used by cars and engines,	6,921 00	
For waste and other material for cleaning,	983 61	
For salaries, wages and incidental expenses, charge- able to passenger department,	39,140 07	
For salaries, wages and incidental expenses, charge- able to freight department,	58,972 08	
For gratuities and damages,	4,447 71	
For taxes and insurance,	7,190 18	
For ferries,	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture,	9,587 68	
For interest,	6,199 69	
For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company, [Peterboro' and Shirley Railroad Company in Massachusetts,]	16,101 82	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	9,190 83	
Total miscellaneous,		223,049 29
Total expenditures for working the road,		\$

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned [and leased] by company,	168,138 20
2.—To and from other roads, specifying what, [Vermont and Massachusetts, Cheshire, Worcester and Nashua, Stony Brook, Har- vard Branch, and Peterboro' and Shirley in New Hampshire,]	85,232 40

For freight :—

1.—On main road and branches owned [and leased] by company,	140,612 48
2.—To and from other connecting roads, [Ver- mont and Massachusetts, Cheshire, Fitch- burg and Worcester, Worcester and Nashua, Stony Brook, and Peterboro' and Shirley in New Hampshire,]	171,165 95

U. S. Mails,	\$6,119 33	
Rents,	3,306 00	
Total income,		\$574,574 36
Net earnings, after deducting expenses, &c., .		232,787 32
DIVIDENDS.		
Six per cent. Total,	212,400 00	
Surplus not divided,	157,185 56	
Surplus last year,	141,965 38	
Total surplus,		157,185 56
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges,	} Nothing.	
Buildings,		
Engines and cars,		

ACCIDENTS.

March 8th.—At Prospect Street Station, Somerville, Bridget McKinney, in attempting to cross the track—though advised not to do so—as a train which did not stop there was approaching, was knocked down and so much injured that she died within a day or two afterwards.

March 22d.—Near Hubbell's brick yard, in Cambridge, a man named Stephen Bushan, while walking on the track, was knocked down by the engine and had his leg broken.

May 24th.—Near the Waverley Station, in Watertown, a carriage containing five persons, entered upon the railroad as an express train was approaching. Every possible effort was made to stop the train, so as to avoid a collision, but it was found impossible. The carriage was destroyed, and William Sawyer, Esq., his daughter, Susan E. Sawyer, and Mr. John Gibbs, were killed, and Mrs. Sawyer and a young child injured.

June 17th.—At Fitchburg, Timothy W. Kinsman, an employee of the company, in disconnecting a car from a freight train, got one foot confined between two rails, and was unable to extricate it before a car ran over him, badly breaking one leg, which was amputated, but he died the same day.

July 28th.—At the Boston Station, Thomas Crane, a man employed in cleaning cars, was killed by being crushed between a moving car and the side of a building.

July 31st.—At West Acton, Noah Winship, a brakeman on freight train, in attempting to step from one car to another, after they had been disconnected, fell upon the track, was run over and instantly killed.

August 18th.—Near Porter's Station, in Cambridge, John Davis, while acting as conductor of a freight train, fell from the top of a car, at or near a bridge, and was killed.

October 4th.—At Concord, James E. Smith, fireman, had his arm broken, in consequence of the engine being set in motion while he was oiling it. The arm was amputated, and he is now nearly or quite well.

November 29th.—In Somerville, Bridget McCrate, while walking on the track, was run over and instantly killed.

JACOB FORSTER,
HENRY TIMMINS,
ALVAH CROCKER,
ELIAS HASKET DERBY,
ISRAEL LONGLEY,
HORATIO ADAMS,
N. F. CUNNINGHAM,
Directors.

SUFFOLK, ss. *December 30th, 1852.*—Then personally appeared, the above named Jacob Forster, Henry Timmins, Alvah Crocker, Elias Hasket Derby, Israel Longley, Horatio Adams, Nath'l F. Cunningham, and made oath that the foregoing report is true, according to their best knowledge and belief.

J. P. WELCH, *Justice of the Peace.*

SIXTH ANNUAL REPORT
OF THE
FITCHBURG AND WORCESTER RAILROAD
COMPANY.

*Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$500,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$205,674 52	
Capital paid in, since last report,	7,454 03	
Total amount of capital stock paid in,		213,128 55
Funded debt, per last report,	88,291 49	
Funded debt, paid since last report,	6,900 37	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		81,391 12
Floating debt, per last report,	4,362 44	
Floating debt paid since last report,	None.	
Floating debt, increase of, since last report,	2,063 51	
Total present amount of floating debt,		6,425 95
Total present amount of funded and floating debt,		87,817 07
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1851, \$90,578 19; January, 1852, \$89,868 76; February, \$89,658 76; March, \$89,658 76; April, \$90,205 72; May, \$89,513 96; June, \$88,937 31; July, \$92,650 64; August, \$89,533 39; September, \$87,081 59; October, \$85,081 59; November, \$87,817 07.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	105,252 44	
For graduation and masonry paid during the past year,	20 38	
Total amount expended for graduation and masonry,		105,272 82
For wooden bridges per last report,	1,677 92	
For wooden bridges paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		1,677 92
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	,95,206 78	
For superstructure, including iron, paid during the past year,	3,270 76	
Total amount expended for superstructure, including iron,		98,477 54
For stations, buildings and fixtures, per last report,	12,056 81	

For stations, buildings and fixtures, paid during the past year,	\$1,248 58	
Total amount expended for stations, buildings and fixtures,		\$13,305 39
For land, land-damages and fences, per last report,	30,728 86	
For land, land-damages and fences, [received] during the past year,	319 62	
Total amount expended for land, land-damages, and fences,		30,409 24
For locomotives, per last report,	13,935 00	
For locomotives paid during the past year,	280 10	
Total amount expended for locomotives,		14,215 10
For passenger and baggage cars, per last report,	5,418 00	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		5,418 00
For merchandise cars, per last report,	10,151 12	
For merchandise cars, paid during the past year,	2,114 00	
Total amount expended for merchandise cars,		12,265 12
For engineering, per last report,	7,674 09	
For engineering, paid during the past year,	25 00	
Total amount expended for engineering,		7,699 09
For agencies and other expenses, per last report,	23,308 92	
For agencies and other expenses, paid during the past year,	179 61	
Total amount expended for agencies and other expenses,		23,488 53
Total cost of road and equipment,		\$312,228 75

CHARACTERISTICS OF ROAD.

Length of road,	13.993-1000 miles.
Length of single main track,	13.994-1000 "
Aggregate length of sidings and other tracks, excepting main track and branches,	1.106-1000 "
Weight of rail per yard in main road,	54 lbs.
Maximum grade, with its length in main road,	39 6-10 feet per mile for 3 902-1000 miles, except 23- 1000 of a mile, of 61 77-100 feet per mile at crossing of Fitchburg Railroad.
Total rise and fall in main road,	304 3-10 feet.
Shortest radius of curvature with length of curve in main road,	{ Radius 800 feet; length of curve 702 feet.
Total degrees of curvature in main road,	805 48-60°
Total length of straight line in main road,	7 369-1000 miles.
Aggregate length of all other wooden bridges,	127 feet.
Whole length of road unfenced on both sides,	All fenced.
Number of public ways crossed at grade,	17
Number of railroads crossed at grade,	1
Way stations for accommodation trains,	4
Flag stations,	2
Whole number of way stations,	4
Whole number of flag stations,	2

DOINGS DURING THE YEAR.

Miles run by passenger trains,	26,704
Miles run by freight trains,	8,763

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Miles run by other trains,	1,430	
Total miles run,		36,897
Number of passengers carried in the cars,	45,227	
Number of passengers carried one mile,	491,928	
Number of tons of merchandise carried in the cars,	23,620	
Number of tons of merchandise carried one mile,	271,371	
Number of passengers carried one mile, to and from other roads,	409,527	
Number of tons carried one mile, to and from other roads,	232,121	
Rate of speed adopted for accommodation trains,	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	22 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	10½ " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	} Not estimated.	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$2,827 01	
For wages of switchmen, average per month, \$28 33	340 00	
Number of men employed exclusive of those engaged in construction,	20	
Total for maintenance of way,		\$3,167 01

MOTIVE POWER AND CARS.

For repairs of locomotives,	1,681 23	
For repairs of passenger cars,	339 02	
For repairs of merchandise cars,	236 19	
For repairs of gravel and other cars,	45 72	
Total for maintenance of motive power and cars,		2,302 16
Number of engines,	2	
Number of passenger cars,	3	
Number of baggage cars,	1	
Number of merchandise cars,	42, counting 8 wheels as 2	[cars.]

MISCELLANEOUS.

For fuel used by engines during the year,	4,173 94	
For oil used by cars and engines,	682 13	
For waste and other material for cleaning,	95 25	
For salaries, wages and incidental expenses, chargeable to passenger department,	2,777 55	
For salaries, wages and incidental expenses, chargeable to freight department,	2,801 31	
For gratuities and damages,	102 50	
For taxes and insurance,	250 16	
For repairs of station buildings, aqueducts, fixtures, furniture,	18 17	
For interest,	5,065 62	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices,		

and all other expenses not included in any of the foregoing items,	\$2,092 30	
Total miscellaneous,		\$18,058 93
Total expenditures for working the road,		\$23,528 10
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1.—On main road, including branches owned by company,	16,211 76	
<i>For freight :—</i>		
1.—On main road and branches owned by company,	12,900 48	
U. S. Mails,	700 00	
Rents, [express, and miscellaneous,]	1,590 54	
Total income,		31,402 78
Net earnings, after deducting expenses, [and interest,]		\$7,874 68
DIVIDENDS.		
6 per cent. Total, [on preferred stock,]	6,126 00	
Surplus not divided,	1,748 68	
Surplus last year,	9,534 45	
Total surplus,		11,283 13

ACCIDENTS.

On the 20th of *December* last, Mr. Ezra Stevens, a conductor of a freight train, while at work about his train in the evening, at Fitchburg, fell, his hand was run over by one wheel of an empty platform car and injured, but he has since recovered.

On the 7th day of *January* last, Mr. Jacob W. Robinson, who was on the main track in the easterly part of Leominster, was struck by an engine and seriously injured. He has since recovered.

On the 8th day of *May* last, Mr. John Patrick, an engineer, employed by the company, was crushed between a car and engine while attempting to shackle them together. He died of his wounds, about the first of June last.

IVERS PHILLIPS.
CYRUS HOLBROOK.
JAMES H. CARTER.
JOSEPH HASKELL.
NATH. WOOD.

WORCESTER, ss. *December 23d*, 1852. Then personally appeared, the above-named Ivers Phillips, Cyrus Holbrook, James H. Carter, and Joseph

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Haskell, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, DAVID H. MERRIAM, *Justice of the Peace.*

WORCESTER, ss. *December 24, 1852.* Then personally appeared the above-named Nath'l Wood, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

Before me, GOLDSMITH F. BAILEY, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
GRAND JUNCTION RAILROAD AND DEPOT
COMPANY.

*Return of the Grand Junction Railroad and Depot Company, under the Act of
May 1, 1849, chap. 191.*

Capital stock,		\$1,200,000 00
Capital paid in, per last report,	\$781,607 55	
Capital paid in, since last report,	11,544 03	
Total amount of capital stock paid in,		793,151 58
Funded debt, per last report,	350,000 00	
Funded debt, increase of, since last report,	101,000 00	
Total present amount of funded debt,		451,000 00
Floating debt, per last report,	48,477 88	
Floating debt, increase of, since last report,	17,225 21	
Total present amount of floating debt,		65,703 09
Total present amount of funded and floating debt,		516,703 09
Average rate of interest per annum paid during the	6 per cent.	
Maximum amount of debt for each month during the		
year, viz.: December, 1851, \$33,026 41; January,		
1852, \$1,647 50; February, \$23,635 76; March,		
\$4,046 65; April, \$500; May, \$2,846 77; June,		
\$; July, \$; August,; September,		
\$; October,; November, \$; De-		
cember, \$		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	101,784 26	
For graduation and masonry, paid during the past	13,450 26	
year,		115,234 52
Total amount expended for graduation and masonry,		
For wooden bridges, per last report,	31,685 69	
For wooden bridges, paid during the past year,	12,445 02	
Total amount expended for wooden bridges,		44,130 71
For superstructure, including iron, per last report,	40,245 24	
For superstructure, including iron, paid during the	1,118 65	
past year,		
Total amount expended for superstructure, including		41,363 89
iron,		
For stations, buildings and fixtures, per last report,	45 25	
For stations, buildings and fixtures, paid during the	6 16	
past year,		
Total amount expended for stations, buildings and		51 41
fixtures,		

For land, land-damages and fences, per last report, [dredging docks, &c.,]	\$705,701 99	
For land, land-damages and fences, paid during the past year, [and dredging docks, &c.,]	123,601 07	
Total amount expended for land, land-damages and fences, [and dredging docks, &c.,]		\$829,303 06
For [warehouses], per last report,	25,129 00	
For [warehouses], paid during the past year,	11,259 01	
Total amount expended for [warehouses],		36,388 01
For merchandise cars, paid during the past year,	446 01	
Total amount expended for merchandise cars,		446 01
For engineering, per last report,	14,805 42	
For engineering, paid during the past year,	872 31	
Total amount expended for engineering,		15,677 73
Total cost of road and equipment, [depots, piers, docks, warehouses, &c.,]		1,282,072 97

CHARACTERISTICS OF ROAD.

Length of road,	6.49 miles.
Length of single main track,	8,745 feet.
Length of double main track,	15,177 "
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	3,008 "
Weight of rail per yard in main road,	64 27-100 and 56 lbs.
Maximum grade, with its length in main road,	43 45-100, for 800 feet.
Total rise and fall in main road,	26 6-10 feet.
Shortest radius of curvature, with length of curve in main road,	414, for 120 feet.
Total degrees of curvature in main road,	384° 28'.
Total length of straight line in main road,	15,375 feet.
Aggregate length of wooden truss bridges,	138 45-100 feet.
Aggregate length of all other wooden bridges,	1,974 7-10 "
Whole length of road unfenced on both sides,	14,592 "
Number of public ways crossed at grade,	5
Number of railroads crossed at grade,	2
Flag stations,	5
Whole number of flag stations,	5

DOINGS DURING THE YEAR.

Miles run by freight trains,	4,160	
Total miles run,		4,160
Number of tons of merchandise carried in the cars,	1,000	
Number of tons of merchandise carried one mile,	6,490	
Number of tons carried one mile to and from other roads,	1,000	
Average rate of speed adopted for freight trains, including stops and detentions,	12 miles.	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$846 26
For wages of switchmen, average per month, \$26 00	
For wages of gate-keepers, average per month, 26 00	
For wages of signal men, average per month, 26 00	
Number of men employed exclusive of those engaged in construction,	12
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	11 00

Total for maintenance of way,	\$857 26
MOTIVE POWER AND CARS.	
Number of merchandise cars,	10
MISCELLANEOUS.	
For salaries, wages, and incidental expenses, charge- able to freight department,	\$1,227 66
For taxes and insurance,	143 82
For interest,	34,017 16
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	14,898 90
INCOME DURING THE YEAR.	
<i>For freight:—</i>	
To and from other connecting roads [including warehousing],	3,000 00

SAM'L S. LEWIS,
ICHABOD GOODWIN,
CHA'S J. HENDEE,
Directors.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. *Portsmouth, November 29, 1852.* Then personally appeared, the within named Ichabod Goodwin, and made oath that the within return is just and true, to the best of his belief and knowledge.

Before me, JACOB WENDELL, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Roxbury, December 1, 1852.* Then personally appeared, the within named Sam'l S. Lewis and Cha's J. Hendee, and severally made oath that the within return is just and true, to the best of their belief and knowledge.

Before me, J. P. ROBINSON, *Justice of the Peace.*

TENTH ANNUAL REPORT
OF THE
HARTFORD AND NEW HAVEN RAILROAD
COMPANY.

*Return of the Hartford and New Haven Railroad, under the Act of May 1st, 1849,
chap. 191. (For the year ending Dec. 1st, 1852.)*

Capital stock, [allowed by the charter in Mass.]	\$300,000 00
Increase of capital since last report, . . .	{ The capital stock has been merged in the capital stock of the Hartford & New Haven Railroad in Conn., according to the provisions of the charter and amendments thereto.
Capital paid in, per last report, . . .	
Capital paid in, since last report, . . .	
Total amount of capital stock paid in, . . .	
Funded debt, per last report, [of the Hartford and New Haven R. R. Co.] . . .	\$472,000 00
Total present amount of funded debt, [of the Hartford and New Haven R. R. Co.] . . .	472,000 00
Floating debt, per last report, [of the Hartford and New Haven R. R. Co.] . . .	31,047 00
Floating debt, paid since last report, [of the Hartford and New Haven R. R. Co.] . . .	6,047 00
Total present amount of floating debt, . . .	25,000 00
Total present amount of funded and floating debt, . . .	497,000 00
Average rate of interest per annum paid during the year, . . .	{ Floating debt, 6 per cent. Funded debt, 7 " "
Maximum amount of debt for each month during the year, viz.: January, \$486,607; February, \$480,680; March, \$480,680; April, \$480,680; May, \$491,000; June, \$491,000; July, \$491,000; August, \$472,000; September, \$530,336; October, \$505,336; November, \$497,000; December, \$497,000.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, . . .	{ 171,252 65
For graduation and masonry, paid during the past year, . . .	
Total amount expended for graduation and masonry, . . .	
For wooden bridges, per last report, . . .	
For wooden bridges, paid during the past year, . . .	
Total amount expended for wooden bridges, . . .	
Total amount expended for iron bridges (if any,) . . .	
For superstructure, including iron, per last report, . . .	
For superstructure, including iron, paid during the past year, . . .	
Total amount expended for superstructure, including iron, [including land for roadway and fencing,] . . .	

For stations, buildings and fixtures, per last report, .	\$17,132 39	
Total amount expended for stations, buildings and fixtures,		\$17,132 39
For land, paid during the past year,	62 00	
Total amount expended for land, [exclusive of road-way,		44,617 77
For locomotives, per last report,		
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,		
For engineering, paid during the past year,		
Total amount expended for engineering,		
For agencies and other expenses per last report,		
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		

Equipped and operated by
the Hartford and New
Haven Railroad Co.

CHARACTERISTICS OF ROAD.

Length of road,	5.87 miles.
Length of single main track,	5.87 "
Length of double main track, [5.87 miles of second track in course of construction.]	
Length of branches owned by the company, stating whether they have a single or double track,	None.
Weight of rail per yard in main road,	54 lbs.
Specify the different weights per yard,	54 lbs.
Maximum grade, with its length in main road,	17.58 feet; length 52-100
Total rise and fall in main road,	31.61 [miles]
Shortest radius of curvature, with length of curve in main road,	477½ feet; length 1-10 mile.
Total degrees of curvature in main road,	227°
Total length of straight line in main road,	4.25 miles.
Aggregate length of wooden truss bridges,	82 feet.
Number of public ways crossed at grade,	7
Flag stations,	1 at Longmeadow.
Whole number of flag stations,	1

DOINGS DURING THE YEAR.

Miles run by passenger trains,	18,373	
Miles run by freight trains,	5,306	
Miles run by other trains,	2,112	
Total miles run,		25,791
Number of passengers carried in the cars,	228,737	
Number of passengers carried one mile,	1,342,386	
Number of tons of merchandise carried in the cars,	70,125	
Number of tons of merchandise carried one mile,	411,533	
Rate of speed adopted for express passenger trains, including stops,	39 miles per hour.	

Average rate of speed actually attained by express passenger trains, including stops and detentions, .	39 miles per hour.
Rate of speed adopted for accommodation trains, .	30 " "
Rate of speed actually attained by accommodation trains, including stops and detentions, .	23 " "
Average rate of speed adopted for freight trains, including stops and detentions, .	12 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, .	793,718
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, .	762,847
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$4,707 70
For repairs of wooden bridges, .	
For renewals of iron, including laying down, .	720 00
For wages of switchmen, average per month, \$30	
For wages of watchmen, average per month, 30	35
Number of men employed exclusive of those engaged in construction, .	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	Operated and paid by the Hartford and N. Haven Railroad Co. in Conn.
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, .	
Total for maintenance of way, .	
MOTIVE POWER AND CARS.	
[Owned and operated by the Hartford and N. Haven Railroad Company in Conn.]	
MISCELLANEOUS.	
[Paid by the Hartford and New Haven Railroad Company in Conn.]	
INCOME DURING THE YEAR.	
[To the Hartford and New Haven Railroad Company in Conn.]	
DIVIDENDS.	
[To the Hartford and New Haven Railroad Company in Conn.]	

C. F. POND.

C. W. CHAPIN.

JAS. S. BROOKS.

CHAS. BOSWELL.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. On this thirty-first day of December, in the year one thousand eight hundred and fifty-two, personally ap-

peared before me Charles F. Pond, James S. Brooks, and Charles Boswell, whose names are subscribed to the written return, and severally made oath that said return and the matters appearing therein were true, according to their best knowledge and belief.

RICHARD D. HUBBARD,

Justice of the Peace for said County.

STATE OF MASSACHUSETTS.

HAMPDEN, ss. *January 1st, 1853.* Then personally appeared Chester W. Chapin, director in said corporation, and resident at Springfield in the State of Massachusetts, and made oath that the foregoing report is according to the best of his knowledge and belief, true.

Before me,

ANSEL PHELPS, JR., *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
HARVARD BRANCH RAILROAD COMPANY.

Return of the Harvard Branch Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock, [by charter,]			\$40,000 00
Increase of capital since last report,		None.	
Capital paid in, per last report,		\$20,580 00	
Capital paid in, since last report,		None.	
Total amount of capital stock paid in,			20,580 00
Funded debt, per last report,		5,590 00	
Funded debt paid since last report,		} None.	
Funded debt, increase of, since last report,			
Total present amount of funded debt,			5,590 00
Floating debt, per last report,		1,200 00	
Floating debt, paid since last report,		} None.	
Floating debt, increase of, since last report,			
Total present amount of floating debt,			1,200 00
Total present amount of funded and floating debt,			6,790 00
Average rate of interest per annum paid during the year,		6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.		} 6,790 00	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,		912 27	
For graduation and masonry, paid during the past year,		Nothing.	
Total amount expended for graduation and masonry,			912 27
For wooden bridges, per last report,		} Nothing.	
For wooden bridges, paid during the past year,			
Total amount expended for wooden bridges,			
Total amount expended for iron bridges (if any),			
For superstructure, including iron, per last report,		6,928 15	
For superstructure, including iron, paid during the past year,		Nothing.	
Total amount expended for superstructure, including iron,			6,928 15
For stations, buildings and fixtures, per last report,		4,304 99	

Total amount expended for stations, buildings and fixtures,		\$4,304 99
For land, land-damages and fences, per last report, .	\$10,841 91	
Total amount expended for land, land-damages and fences,		10,841 91
For locomotives, per last report,	} The corporation owns no equipment.	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report, . .		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,	}	
For merchandise cars, paid during the past year, . .		
Total amount expended for merchandise cars,		
For engineering, per last report,		824 31
For engineering, paid during the past year,		Nothing.
Total amount expended for engineering,		824 31
For agencies and other expenses, per last report, . .		689 71
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies, and other expenses,		689 71
Total cost of road and equipment,		25,701 38
CHARACTERISTICS OF ROAD.		
Length of road,	3,673 ft.	
Length of single main track,	3,673 ft.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	555 ft.	
Weight of rail per yard in main road,	49 lbs.	
Maximum grade, with its length in main road, . .	37 ft. per mile ; 601 ft.	
Total rise and fall in main road,	9.7 ft.	
Shortest radius of curvature, with length of curve in main road,	Rad. 451 ft. ; length 239 ft.	
Total degrees of curvature in main road,	102°	
Total length of straight line in main road,	2,240 ft.	
Aggregate length of wooden truss bridges,	} None.	
Aggregate length of all other wooden bridges, . . .		
Whole length of road unfenced on both sides, . . .		
Number of public ways crossed at grade,	2	
Number of railroads crossed at grade,	None.	
Flag stations,	2	
DOINGS DURING THE YEAR.		
[This road is worked by the Fitchburg Road, and its doings are returned by the officers of that corporation.]		
DIVIDENDS.	[None.]	

GARDINER G. HUBBARD,
H. H. STIMPSON,
JAMES DANA,
Directors of the Harvard Branch Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December*, 1852. Then personally appeared, the within named Gardiner G. Hubbard, H. H. Stimpson and James Dana, and made oath to the truth of the facts by them subscribed, according to the best of their knowledge, information and belief.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

EIGHTH ANNUAL REPORT
OF THE
LEXINGTON AND WEST CAMBRIDGE RAILROAD
COMPANY.

Return of the Lexington and West Cambridge Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$200,000 00
Capital paid in, per last report,	\$121,000 00	
Total amount of capital stock paid in,		121,000 00
Funded debt, per last report,	120,000 00	
Total present amount of funded debt,		120,000 00
Floating debt, per last report,	7,354 23	
Floating debt paid since last report,	3,391 26	
Total present amount of floating debt,		3,962 97
Total present amount of funded and floating debt,		123,962 97
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$4,854 23 ; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$3,962 97.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	43,862 15	
For wooden bridges, per last report,	14,371 47	
For wooden bridges, paid during the past year,	42 69	
Total amount expended for wooden bridges,		14,414 16
Total amount expended for superstructure, including iron,		72,756 02
For stations, buildings and fixtures, per last report,	15,036 21	
For stations, buildings and fixtures, paid during the past year,	3 96	
Total amount expended for stations, buildings and fixtures,		15,040 17
For land, land-damages and fences, per last report,	56,869 10	
For land, land-damages and fences, received during the past year,	66 25	
Total amount expended for land, land-damages and fences,		56,802 85
For locomotives, per last report,	} Operated by the Fitch- burg Company, by con- tract.	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		

For passenger and baggage cars, per last report, .	Operated by the Fitchburg Company, by contract.	
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .		
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .		
For engineering, paid during the past year, .		
Total amount expended for engineering, .		
For agencies and other expenses, per last report, .		
For agencies and other expenses, paid during the past year:—		
Total amount expended for agencies and other expenses, .		\$34,452 21
Total cost of road and equipment, .		\$237,327 56

CHARACTERISTICS OF ROAD.

Length of road, .	6 632-1000 miles.
Length of single main track, .	" " "
Weight of rail per yard in main road, .	56 lbs. [long.
Maximum grade, with its length in main road, .	56 feet, and 89-1000 miles
Total rise and fall in main road, .	211 2-10 ft. rise, and 7 13-
Shortest radius of curvature, with length of curve in main road, .	[1000 in fall. 1,000 ft. ; 980 ft. long.
Total degrees of curvature in main road, .	405°
Total length of straight line in main road, .	4 232-1000 miles.
Aggregate length of all other wooden bridges, .	80 feet.
Whole length of road unfenced on both sides, .	210 rods.
Number of public ways crossed at grade, .	7
Number of railroads crossed at grade, .	None.
Way stations for express trains, .	None.
Way stations for accommodation trains, .	6
Flag stations, .	None.
Whole number of way stations, .	6
Whole number of flag stations, .	None.

DOINGS DURING THE YEAR.
[Reported by the Fitchburg Company.]

EXPENDITURES FOR WORKING THE ROAD.
[Construction Account.]

MOTIVE POWER AND CARS.
[Run by the Fitchburg Company by contract.]

MISCELLANEOUS.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, .	\$450 00

INCOME DURING THE YEAR. [Reported by the Fitchburg Company.]	
DIVIDENDS. [None.]	

CHARLES HUDSON.
SAMUEL BUTTERFIELD.
ADDISON GAGE.
JOSEPH N. HOWE.
GEORGE T. LYMAN.
JOHN FIELD.
JAMES DANA.

SUFFOLK, ss. *December 7, 1852.* Then personally appeared James Dana, Samuel Butterfield, Addison Gage, J. H. Howe, G. T. Lyman, and John Field, and made oath that the within return, by them subscribed, is true, according to the best of their knowledge and belief.

Before me, CHARLES HUDSON, *Justice of the Peace.*

MIDDLESEX, ss. *December 8, 1852.* Then personally appeared Charles Hudson, and made oath that the within return, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, JAMES DANA, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COMPANY.

Return of the Lowell and Lawrence Railroad, under the Act of May 1st, 1849, chap. 191.

Capital Stock, [charter, \$300,000,]	.	.	.	\$200,000 00
Increase of capital since last report,	.	.	.	None.
Capital paid in, per last report,	.	.	.	\$200,000 00
Capital paid in, since last report,	.	.	.	None.
Total amount of capital stock paid in,	.	.	.	200,000 00
Funded debt, per last report,	.	.	.	61,500 00
Funded debt, paid since last report,	.	.	.	None.
Funded debt, increase of, since last report,	.	.	.	38,500 00
Total present amount of funded debt,	.	.	.	100,000 00
Floating debt, per last report,	.	.	.	88,175 18
Floating debt, paid since last report,	.	.	.	34,107 48
Floating debt, increase of, since last report,	.	.	.	None.
Total present amount of floating debt,	.	.	.	54,067 70
Total present amount of funded and floating debt,	.	.	.	154,067 70
Average rate of interest per annum paid during the year,	.	.	.	About 6½.
Maximum amount of debt for each month during the year, viz.: January, \$149,675 48; February, \$150,856 70; March, \$147,800; April, \$149,900; May, \$140,850; June, \$142,550; July, \$139,020 50; August, \$148,500 50; September, \$137,650 10; October, \$140,695; November, \$138 310 79; December, \$138,310 79. [The debt has been increased during the year by discount on bonds, and the monthly variations are caused by applying the earnings to payment of debt for the time being.]				

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	.	.	.	71,135 15
For graduation and masonry, paid during the past year,	.	.	.	382 13
Total amount expended for graduation and masonry,	.	.	.	71,517 28
For wooden bridges, per last report,	.	.	.	5,009 35
For wooden bridges, paid during the past year,	.	.	.	295 26
Total amount expended for wooden bridges,	.	.	.	5,304 61
Total amount expended for iron bridges, (if any,)	.	.	.	None.

For superstructure, including iron, per last report, .	\$159,914 43	
For superstructure, including iron, paid during the past year, .	1,501 94	
Total amount expended for superstructure, including iron, .		\$161,416 37
For stations, buildings and fixtures, per last report, .	14,697 47	
For stations, buildings and fixtures, paid during the past year, .	410 72	
Total amount expended for stations, buildings and fixtures, .		15,108 19
For land, land-damages and fences, per last report, .	43,186 53	
For land, land-damages and fences, paid during the past year, .	Nothing.	
Total amount expended for land, land-damages and fences, .		43,186 53
For locomotives, per last report, .	15,653 25	
For locomotives, paid during the past year, .	Nothing.	
Total amount expended for locomotives, .		15,653 25
For passenger and baggage cars, per last report, .	7,000 60	
For passenger and baggage cars, paid during the past year, .	Nothing.	
Total amount expended for passenger and baggage cars, .		7,000 60
For merchandise cars, per last report, .	8,121 43	
For merchandise cars, paid during the past year, .	Nothing.	
Total amount expended for merchandise cars, .		8,121 43
For engineering, per last report, .	7,973 55	
For engineering, paid during the past year, .	205 70	
Total amount expended for engineering, .		8,179 25
For agencies and other expenses, per last report, .	212 64	
For agencies and other expenses, paid during the past year, .	Nothing.	
Total amount expended for agencies and other expenses, .		212 64
[Interest on loans during construction, and paid stockholders,] .		10,363 68
Total cost of road and equipment, .		\$346,062 83

CHARACTERISTICS OF ROAD.

Length of road, .	12 35-100 miles.
Length of single main track, .	12 35-100 "
Length of double main track, .	None.
Length of branches owned by the company, stating whether they have a single or double track, .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	2 miles, 1,500 feet.
Weight of rail per yard in main road, .	58 lbs.
Weight of rail per yard in branch roads, .	None.
Specify the different weights per yard, .	None.
Maximum grade, with its length in main road, .	45.40.
Maximum grade, with its length in branch roads, .	None.
Total rise and fall in main road, .	Rise 115.77; fall 142.70.
Total rise and fall in branch roads, .	None.
Shortest radius of curvature, with length of curve in main road, .	1,146°, 1,100 feet.
Shortest radius of curvature, with length of curve in branch roads, .	None.

Total degrees of curvature in main road, . . .	420°.	
Total degrees of curvature in branch roads, . . .	None.	
Total length of straight line in main road, . . .	8.86 miles.	
Total length of straight line in branches, . . .	None.	
Aggregate length of wooden truss bridges, . . .	None.	
Aggregate length of all other wooden bridges, . . .	400 feet.	
Aggregate length of iron bridges, . . .	None.	
Whole length of road unfenced on both sides, . . .	None.	
Number of public ways crossed at grade, . . .	12	
Number of railroads crossed at grade, . . .	1	
Way stations for express trains, . . .	None.	
Way stations for accommodation trains, . . .	None.	
Flag stations, . . .	5	
Whole number of way stations, . . .	None.	
Whole number of flag stations, . . .	5	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	31,573	
Miles run by freight trains, . . .	1,369. Freight is run with passenger trains.	
Miles run by other trains, . . .		
Total miles run, . . .		32,944
Number of passengers carried in the cars, . . .	100,153	
Number of passengers carried one mile, . . .	1,172,339	
Number of tons of merchandise carried in the cars, . . .	17,505	
Number of tons of merchandise carried one mile, . . .	155,257	
Number of passengers carried one mile, to and from other roads, . . .	63,700	
Number of tons carried one mile to and from other roads, . . .	64,345	
Rate of speed adopted for express passenger trains, including stops, . . .	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	None.	
Rate of speed adopted for accommodation trains, . . .	25	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	None.	
Average rate of speed adopted for freight trains, in- cluding stops and detentions, . . .	12	
Estimated weight in tons of passenger cars (not in- cluding passengers), hauled one mile, . . .	411,190	
Estimated weight in tons of merchandise cars (not in- cluding freight), hauled one mile, . . .	234,750	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, . . .	\$2,462 67	
For repairs of wooden bridges, . . .	26 05	
		\$2,488 72
For wages of switchmen, average per mo. } \$34 57 1/2	Total, }	
For wages of gate-keepers, average per mo. }		
For wages of signal men, average per mo. }		
For wages of watchmen, average per month, 15 76 1/2		604 08
Number of men employed exclusive of those en- gaged in construction, . . .	20	

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used,) [included in repairs of road,]	
Total for maintenance of way,	\$3,092 80

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$1,954 84
For new locomotives to cover depreciation,	Nothing.
For repairs of passenger cars,	340 74
For new passenger cars to cover depreciation,	Nothing.
For repairs of merchandise cars,	528 69
For new merchandise cars to cover depreciation,	Nothing.
For repairs of gravel and other cars,	Nothing.
Total for maintenance of motive power and cars,	2,824 27
Number of engines,	3
Number of passenger cars,	3
Number of baggage cars,	1
Number of merchandise cars,	20
Number of gravel cars,	6

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood,	} 4,963 83
Coal,	
For oil used by cars and engines,	313 04
For waste and other material for cleaning,	75 00
For salaries, wages and incidental expenses, chargeable to passenger department,	2,223 94
For salaries, wages and incidental expenses, chargeable to freight department,	1,501 71
For gratuities and damages,	54 22
For taxes and insurance,	129 52
For ferries,	None.
For repairs of station buildings, aqueducts, fixtures, furniture,	117 01
For interest,	9,000 00
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	Nothing.
For amount paid other companies, as rent for use of their roads, specifying each company,	} 2,000 00 Boston & Maine.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
Total miscellaneous,	1,025 26
	21,403 53
Total expenditures for working the road,	\$27,320 60

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned by company,	} 28,445 99
2.—To and from other roads, specifying what,	

For freight :—

1.—On main road and branches owned by company,	} 8,494 58
2.—To and from other connecting roads,	

U. S. Mails,	\$507 74	
Rents, [\$330 36; Salem and Lowell Railroad, \$4,000]	4,330 36	
Total income,		\$41,778 67
Net earnings, after deducting expenses,		\$14,458 07
DIVIDENDS.		
4 per cent. Total,		8,000 00
Surplus not divided,	6,458 07	
Surplus last year,	9,034 85	
Total surplus,		15,492 92

ACCIDENT.

On the fifth of July last, S. G. Moore, a brakeman, while on the top of the passenger car, was struck by a bridge and instantly killed. He had no occasion to go upon the top of the car, and had been informed that no one was allowed to go there while the train was in motion.

All of which is respectfully submitted.

WM. LIVINGSTON,
SIDNEY SPALDING,
ISAAC FARRINGTON,
HORACE HOWARD,
A. W. BUTTRICK,
FREDERICK PARKER,

Directors of Lowell and Lawrence Railroad Co.

Lowell, December 29th, 1852.

MIDDLESEX, ss. December 29, 1852. Then personally appeared Wm. Livingston, Sidney Spalding, Isaac Farrington, Horace Howard, A. W. Buttrick, and Frederick Parker, and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me, JOHN A. KNOWLES, Justice of the Peace.

FIRST ANNUAL REPORT
OF THE
MARLBOROUGH BRANCH RAILROAD COMPANY.

To the Honorable the Legislature of Massachusetts :

Nothing has been done in relation to constructing the Road. We are obtaining subscriptions, and hope, in the course of one or two months, to put the whole Road under contract.

MARK FAY.
LAMBERT BIGELOW.
HOLLIS LORING.

Marlborough, December 31st, 1852.

MIDDLESEX, ss. *January 13th, 1853.* Then personally appeared before me, the above named Mark Fay, Lambert Bigelow and Hollis Loring, and made oath, that the foregoing report, by them subscribed to, was true, according to their best knowledge and belief.

RICHARD FARWELL, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

MEDWAY BRANCH RAILROAD CORPORATION.

Return of the Medway Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$35,000 00
Increase of capital since last report,	} Nothing.	
Capital paid in, per last report,		
Capital paid in, since last report,		
Total amount of capital stock paid in,		32,050 50

COST OF ROAD AND EQUIPMENT.

[The road was constructed mainly under two contracts, viz.: Iron and Construction, for the gross sum of \$37,088 25, embracing the following items, viz.: graduation, masonry, wooden bridges, superstructure, including iron, station buildings, engine house and fixtures, land damages and fencing, engineering, and other expenses, inclusive, less by deduction claimed and received in the transfer of stock to the corporation, \$3,500, leaving the sum total for the cost of the entire road, when the fences shall have been completed, \$33,588 75.]

CHARACTERISTICS OF ROAD.

Length of road,	19,000 feet or 3 6-10 miles.
Length of single main track,	" " " "
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	About 1,600 feet.
Weight of rail per yard in main road,	40 lbs.
Maximum grade, with its length in main road,	54 for 1,100 feet.
Total rise and fall in main road,	70 feet.
Shortest radius of curvature, with length of curve in main road,	711 ft. radius, 500 ft. length.
Total degrees of curvature in main road,	42° 50'.
Total length of straight line in main road,	13,800 feet.
Aggregate length of wooden truss bridges,	107 "
Aggregate length of all other wooden bridges,	250 "
Whole length of road unfenced on both sides,	About 2 miles.
Number of public ways crossed at grade,	2
Way stations for accommodation trains,	1
Flag stations,	1

DOINGS DURING THE YEAR.

[This corporation have contracted with the Norfolk County Railroad Corporation to equip and work the same, and it will go into operation this month; and such is the answer to items under this head.]

All of which is respectfully submitted, by

J. C. HURD,
ARTEMAS BROWN,
W. LOVERING,
W. FARNUM,

Directors of Medway B. R. R. Co.

Medway, Dec. 1, 1852.

NORFOLK, ss. *December 31, 1852.* Then personally appeared, J. C. Hurd and Artemas Brown, who subscribed the within return, and made oath that the same is true, according to their best knowledge and belief.

Before me, WARREN LOVERING, *Justice of the Peace.*

NORFOLK, ss. *December 31, 1852.* Then personally appeared, Warren Lovering, who subscribed the within return, and made oath that the same is true, according to his best knowledge and belief.

Before me, ARTEMAS BROWN, *Justice of the Peace.*

SUFFOLK, ss. *January 1, 1853.* Then personally appeared, W. Farnum, and subscribed the within return, and made oath that the same is true, according to his best knowledge and belief.

Before me, SAM'L W. BATES, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
MIDLAND RAILROAD COMPANY.

*To the Honorable the Senate and the House of Representatives of the
Commonwealth of Massachusetts :*

Since our last annual report, the contract for constructing and running the road has been cancelled. The Directors hope soon to be able to construct the road.

W. FARNUM.
J. C. HURD.
MARSHALL P. WILDER.
ROBERT CODMAN.

Boston, December 1st, 1852.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 1st, 1853.* Then personally appeared the above-named W. Farnum, J. C. Hurd, Marshall P. Wilder and Robert Codman, and made oath that the above return, by them subscribed, is true, according to their best knowledge and belief.

SAM'L W. BATES, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
MILLBURY AND SOUTHBRIDGE RAILROAD
COMPANY.

*To the Honorable Senate and House of Representatives, in General Court
assembled :*

The undersigned, Directors of the Millbury and Southbridge Railroad Company, respectfully submit the following, as the annual report of said Company :—

The Directors have not procured sufficient subscription to the stock of their Company, to warrant their putting the same under contract. They hope to complete a definite location before the time allowed by their charter for locating, shall expire ; but they will be under the necessity of asking further time for locating and constructing their said road, although they may be able to construct the same in the time first allowed them.

E. D. AMMIDOWN,
MANNING LEONARD,
ASA H. WATERS,
CLOUGH R. MILES,
H. N. SLATER,
R. O. STORRS,
Directors.

Millbury, November 27th, 1852.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. *November 27th, 1852.* The within E. D. Ammidown, Manning Leonard and Asa H. Waters, made oath that the return by them, within subscribed, is true.

Before

C. R. MILES, *Justice of the Peace.*

118 MILLBURY & SOUTHBRIDGE RAILROAD. [Jan.

WORCESTER, ss. *November 27th*, 1852. The within C. R. Miles made oath, that the within return by him subscribed, is true.

Before me, A. H. WATERS, *Justice of the Peace.*

WORCESTER, ss. *December 6th*, 1852. The within R. O. Storrs made oath, that the within return by him subscribed, is true.

Before me, HIRAM ALLEN, *Justice of the Peace.*

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. In the city of Providence, on the 4th day of December, A. D., 1852, the within H. N. Slater made oath, that the within return by him subscribed, is true.

NATHANIEL SEARLE, *Justice of the Peace.*

SEVENTEENTH ANNUAL REPORT

OF THE

NASHUA AND LOWELL RAILROAD COMPANY.

Return of the Nashua and Lowell Railroad, under the Act of May 1st, 1849, Chap. 191. Year ending October 1, 1852.

Capital stock,	\$600,000 00	
Capital paid in, per last report,	600,000 00	
Total amount of capital stock paid in,	600,000 00	
Funded debt, per last report,		
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid, since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum paid during the year,		
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$;		
March, \$; April, \$; May, \$;		
June, \$; July, \$ August, \$;		
September, \$; October, \$; November, \$; December, \$		
This corporation owes no debts.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	\$116,339 28	
Total amount expended for graduation and masonry,		116,339 28
For wooden bridges, per last report,	2,530 35	
Total amount expended for wooden bridges,		2,530 35
Total amount expended for iron bridges (if any),		1,875 00
For superstructure, including iron, per last report,	233,998 35	
Total amount expended for superstructure, including iron,		233,998 35
For stations, buildings and fixtures, per last report,	93,196 95	
Total amount expended for stations, buildings and fixtures,		93,196 95
For land, land-damages and fences, per last report,	88,630 06	
Total amount expended for land, land-damages and fences,		88,630 06
For locomotives, per last report,	46,240 48	
Total amount expended for locomotives,		46,240 48
For passenger and baggage cars, per last report,	13,792,71	
Total amount expended for passenger and baggage cars,		13,792 71

For merchandise cars, per last report, . . .	\$33,101 09	
Total amount expended for merchandise cars, . . .		\$33,101 09
For engineering, per last report, . . .	21,510 61	
Total amount expended for engineering, . . .		21,510 61
Total cost of road and equipment, . . .		\$651,214 88

CHARACTERISTICS OF ROAD.

Length of road, . . .	77,000 2-10 feet.
Length of single main track, . . .	2,011 "
Length of double main track, . . .	74,989 2-10 "
Length of branches owned by the company, stating whether they have a single or double track, . . .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	2 13-16 miles.
Weight of rail per yard in main road, . . .	56 lbs.
Weight of rail per yard in branch roads, . . .	None.
Specify the different weights per yard, . . .	No difference.
Maximum grade, with its length in main road, . . .	12 7-10 feet per mile, and
Maximum grade, with its length in branch roads, . . .	None. [4,133 feet long.
Total rise and fall in main road, . . .	73 5-10 feet.
Total rise and fall in branch roads, . . .	None.
Shortest radius of curvature with length of curve in main road, . . .	636 feet, and 100 feet long.
Shortest radius of curvature, with length of curve in branch roads, . . .	None.
Total degrees of curvature in main road, . . .	770°
Total degrees of curvature in branch roads, . . .	None.
Total length of straight line in main road, . . .	7 72-100 miles.
Total length of straight line in branches, . . .	None.
Aggregate length of wooden truss bridges, . . .	530 feet.
Aggregate length of all other wooden bridges, . . .	664 "
Aggregate length of iron bridges, . . .	50 "
Whole length of road unfenced on both sides, . . .	None.
Number of public ways crossed at grade, . . .	10
Number of railroads crossed at grade, . . .	1
Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	2
Flag stations, . . .	2
Whole number of way stations, . . .	2
Whole number of flag stations, . . .	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	35,826	
Miles run by freight trains, . . .	39,696	
Miles run by other trains, . . .	6,409	
Total miles run, . . .		81,931
Number of passengers carried in the cars, . . .	224,967	
Number of passengers carried one mile, . . .	2,516,161	
Number of tons of merchandise carried in the cars, . . .	178,185 838-1000	
Number of tons of merchandise carried one mile, . . .	2,319,860	
Number of passengers carried one mile, to and from other roads, . . .	1,724,450	
Number of tons carried one mile, to and from other roads, . . .	1,998,156	
Rate of speed adopted for express passenger trains, including stops, . . .	28 miles per hour.	

Average rate of speed actually attained by express passenger trains, including stops and detentions, .	28 miles per hour.
Rate of speed adopted for accommodation trains, .	28 " "
Rate of speed actually attained by accommodation trains, including stops and detentions, .	28 " "
Average rate of speed actually attained by special trains, including stops and detentions, .	28 " "
Average rate of speed adopted for freight trains, including stops and detentions, .	14 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, .	} A large proportion of cars coming from other roads we have no means of estimating.
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, .	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$9,928 09	
For repairs of wooden bridges, .	71 31	
For wages of switchmen, average per month, \$26 00		Total, } 1,220 84
For wages of gate-keepers, average per month, 18 00		
For wages of signal men, average per month, [None.		
For wages of watchmen, average per month, 31 25		
Number of men employed exclusive of those engaged in construction, .	81	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, .	1,691 37	
Total for maintenance of way, .		\$12,911 61

MOTIVE POWER AND CARS.

For repairs of locomotives, .	8,148 26	
For new locomotives to cover depreciation, .	5,797 67	
For repairs of passenger cars, .	2,587 30	
For repairs of merchandise cars, .	717 26	
For new merchandise cars to cover depreciation, .	1,497 08	
For repairs of gravel and other cars, [included in freight cars.]		
Total for maintenance of motive power and cars, .		18,747 57
Number of engines, .	7	
Number of passenger cars, .	8	
Number of baggage cars, .	4	
Number of merchandise cars, .	130	
Number of gravel cars, .	10	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, { [including fuel for depots and offices,] .	15,463 60
Coal, {	
For oil used by cars and engines, [including machinery and depots,] .	1,522 55
For waste and other material for cleaning, .	315 90
For salaries, wages, and incidental expenses, chargeable to passenger department, .	5,775 20
For salaries, wages, and incidental expenses, chargeable to freight department, .	13,602 20
For gratuities and damages, .	2,688 10
For taxes and insurance, .	1,863 90
For repairs of station buildings, aqueducts, fixtures, furniture, .	1,089 02

For amount paid other companies, as rent for use of their roads, specifying each company, [Stony Brook Railroad, 6 per cent. on their capital—\$266,900.]

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total miscellaneous,

\$4,513 89

\$46,834 36

Total expenditures for working the road,

\$78,493 54

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned by company,

22,097 48

2.—To and from other roads, specifying what, [Stony Brook, Wilton, and Roads north,]

26,803 47

48,900 95

For freight :—

1.—On main road and branches owned by company,

22,795 00

2.—To and from other connecting roads,

50,406 99

73,201 99

U. S. Mails, [\$1,683 63; express, \$2,386 47,]

4,070 10

Rents, [\$2,623 74; interest, \$675 29; repair shop, \$3,073 76,]

6,372 79

Total income,

\$132,545 83

Net earnings, after deducting expenses, [less \$2,538 69, being loss in running Stony Brook Railroad,]

51,513 60

DIVIDENDS.

8 per cent. Total,

48,000 00

Surplus not divided,

3,513 60

Surplus last year, [error in last year's return, \$768,]

11,814 06

Total surplus,

15,327 66

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges,

Buildings,

Engines and cars,

} Nothing.

ROB. READ,

WM. AMORY,

JESSE BOWERS,

FRANCIS B. CROWNINSHIELD,

Directors of the Nashua and Lowell Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this twentieth day of *December*, A. D., 1852, the within named Robert Read, Jesse Bowers, William Amory, and Francis B. Crowninshield, Directors, appeared, and made oath that the within return, by them subscribed, is, in their belief, true.

Before me,

THOMAS C. AMORY, *Justice of the Peace.*

FOURTEENTH ANNUAL REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD CORPORATION.

Return of the New Bedford and Taunton Railroad, under the Act of May 1, 1849, chap. 191, for the year ending November 30th, 1852, as required by the Act of April 30th, 1851.

Capital stock,		\$500,000 00
Increase of capital since last report,	\$100,000 00	
Capital paid in, per last report,	400,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		500,000 00
Funded debt, per last report,	None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$	None.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	156,348 99	
For graduation and masonry paid during the past year,	682 78	
Total amount expended for graduation and masonry,		157,031 77
For wooden bridges, per last report,	5,013 85	
Total amount expended for wooden bridges,		5,013 85
For superstructure, including iron, per last report,	150,804 05	
Total amount expended for superstructure, including iron,		150,804 05
For stations, buildings and fixtures, per last report,	29,944 74	
For stations, buildings and fixtures, paid during the past year,	2,734 63	
Total amount expended for stations, buildings and fixtures,		32,679 37

For land, land-damages and fences, per last report, .	\$84,799 29	
For land, land-damages and fences, paid during the past year, .	465 15	
Total amount expended for land, land-damages and fences, .		\$85,264 44
For locomotives, per last report, .	14,967 74	
For locomotives, paid during the past year, .	1,483 87	
Total amount expended for locomotives, .		16,451 61
For passenger and baggage cars, per last report, .	14,814 68	
For passenger and baggage cars, paid during the past year, .	2,967 58	
Total amount expended for passenger and baggage cars, .		17,782 26
For merchandise cars, per last report, .	17,931 14	
For merchandise cars, paid during the past year, .	1,878 54	
Total amount expended for merchandise cars, .		19,809 68
For engineering, per last report, .	15,693 97	
Total amount expended for engineering, .		15,693 97
For agencies and other expenses, per last report, .	19,944 73	
Total amount expended for agencies and other expenses, .		19,944 73
Total cost of road and equipment, .		\$520,475 73

CHARACTERISTICS OF ROAD.

Length of road, .	20 13-100 miles.
Length of single main track, .	20 13-100 "
Length of branches owned by the company, stating whether they have a single or double track, .	5,000 feet, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	5,647 "
Weight of rail per yard in main road, .	50 lbs.
Weight of rail per yard in branch roads, .	56 "
Maximum grade, with its length in main road, .	40 ft. per m. for 1 51-100 m.
Maximum grade, with its length in branch roads, .	65 " " for 600 feet.
Total rise and fall in main road, .	168 feet—193 feet.
Total rise and fall in branch roads, .	20 feet fall.
Shortest radius of curvature, with length of curve in main road, .	1,906 feet in 1,100 feet.
Shortest radius of curvature, with length of curve in branch roads, .	250° in 300 feet.
Total degrees of curvature in main road, .	160°
Total degrees of curvature in branch roads, .	87° 45'.
Total length of straight line in main road, .	17½ miles.
Total length of straight line in branches, .	3,330 feet.
Aggregate length of all other wooden bridges, .	281 "
Whole length of road unfenced on both sides, .	13,995 "
Number of public ways crossed at grade, .	19
Number of railroads crossed at grade, .	1
Way stations for accommodation trains, .	5
Whole number of way stations, .	5

DOINGS DURING THE YEAR.

Miles run by passenger trains, .	51,468	
Miles run by freight trains, .	13,862	
Miles run by other trains, .	180	
Total miles run, .		65,510
Number of passengers carried in the cars, .	126,026½	

Number of passengers carried one mile, . . .	2,145,098	
Number of tons of merchandise carried in the cars, .	34,707 tons 1,714 lbs.	
Number of tons of merchandise carried one mile, .	468,044 " 1,690 "	
Number of passengers carried one mile, to and from other roads,	1,742,058	
Number of tons carried one mile to and from other roads,	418,622 tons 111 lbs.	
Rate of speed adopted for express passenger trains, including stops,	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	None.	
Rate of speed adopted for accommodation trains, .	2½ minutes per mile.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles in 45 m.	
Average rate of speed actually attained by special trains, including stops and detentions,	None.	
Average rate of speed adopted for freight trains, in- cluding stops and detentions,	1½ hours for 20 m.	
Estimated weight in tons of passenger cars (not in- cluding passengers), hauled one mile,	1,750,840	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	982,900	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$12,709 26	
For wages of switchmen, average per month, \$35 00	} 1,132 59	
For wages of watchmen, average per month, 31 67		
Number of men employed exclusive of those engaged in construction,	100	
Total for maintenance of way,		\$13,841 85
MOTIVE POWER AND CARS.		
For repairs of locomotives,	3,484 30	
For repairs of passenger cars,	3,342 71	
For repairs of merchandise cars,	3,862 29	
Total for maintenance of motive power and cars, .		10,689 30
Number of engines,	5	
Number of passenger cars,	15	
Number of baggage cars,	10	
Number of merchandise cars,	95	
Number of gravel cars,	6	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	} 15,864 03	
Coal,		
For oil used by cars and engines,	} 1,935 48	
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, charge- able to passenger department,	7,890 50	
For salaries, wages and incidental expenses, charge- able to freight department,	8,467 00	
For gratuities and damages,	541 59	
For taxes and insurance,	315 66	
For repairs of station buildings, aqueducts, fixtures, furniture,	233 33	
For interest,	95 37	

For amount paid other companies, in tolls for passengers, and freight carried on their road, specifying each company, [Taunton Branch Railroad,]	\$56,061 15	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	4,344 07	\$95,748 18
Total miscellaneous,		
Total expenditures for working the road,		\$120,279 33
INCOME DURING THE YEAR.		
For passengers:— [Received from Taunton Branch Railroad Corporation, under agreement with them:]	5,887 13	
1.—On main road, including branches owned by company,	12,091 13	
2.—To and from other roads, specifying what— [Taunton Branch and Fall River Railroads,]	93,565 77	
For freight:—		
1.—On main road and branches owned by company,	6,158 38	
2.—To and from other connecting roads,	43,816 96	
U. S. Mails,	1,942 00	
Rents [514 06, interest 254 83],	768 89	
Total income,		164,230 26
Net earnings, after deducting expenses,		\$43,950 93
DIVIDENDS.		
7½ per cent. Total, [4 per cent. on \$400,000, 3½ per cent. on \$500,000,]		33,500 00
Surplus not divided,	10,450 93	
Surplus last year, [\$115,713 45—less \$100,000 divided in stock,]	15,713 45	
Total surplus,		26,164 38

ACCIDENT. *January 1, 1852.* Eben Stacy, a brakeman, employed upon a freight train, was brought in contact with a bridge near Howland's Turnout, and was instantly killed.

JOSEPH GRINNELL.
T. MANDELL.
WARD M. PARKER.
TH. S. HATHAWAY.
EDWD. L. BAKER.

128 N. BEDFORD AND TAUNTON RAILROAD. [Jan.

BRISTOL, ss. *New Bedford, December 31st, 1852.* Then personally appeared, the above named Joseph Grinnell, Thomas Mandell, Ward M. Parker, and Thomas S. Hathaway, and made oath, and the above named Edward L. Baker, and made affirmation, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

HENRY H. CRAPO, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
NEWBURYPORT RAILROAD COMPANY.

Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock, [allowed by charter,]	\$300,000 00
Increase of capital since last report,	Not increased.
Capital paid in, per last report,	\$118,110 00
Capital paid in, since last report,	12,920 00
Total amount of capital stock paid in,	131,030 00
Funded debt, per last report,	46,800 00
Funded debt, paid since last report,	2,100 00
Funded debt, increase of, since last report,	24,600 00
Total present amount of funded debt,	71,400 00
Floating debt, per last report,	31,174 19
Floating debt, increase of, since last report,	15,548 58
Total present amount of floating debt,	46,722 77
Total present amount of funded and floating debt,	118,122 77
Average rate of interest per annum paid during the year,	6½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$34,326 07; February, \$38,595 13; March, \$38,732 36; April, \$39,847 90; May, \$37,636 53; June, \$52,359 31; July, \$50,131 98; August, \$49,622 81; September, \$50,014 85; October, \$48,577 67; November, \$46,722 77; December, \$. [The above amounts do not include bonds.]	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	81,783 07
For graduation and masonry paid during the past year,	5,619 32
Total amount expended for graduation and masonry,	87,402 39
For wooden bridges, per last report,	} Included in amount for stations, buildings, fixtures, &c.
For wooden bridges paid during the past year,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	64,524 10
For superstructure, including iron, paid during the past year,	3,614 93
Total amount expended for superstructure, including iron,	68,139 03
For stations, buildings and fixtures, per last report,	5,204 09
For stations, buildings and fixtures, paid during the past year,	5,097 25

Total amount expended for stations, buildings and fixtures,		\$10,301 34
For land, land-damages and fences, per last report, .	\$15,057 10	
For land, land-damages and fences, paid during the past year,	11,589 41	
Total amount expended for land, land-damages and fences,		26,646 51
For locomotives, per last report,	9,072 46	
For locomotives, paid during the past year,	6,800 00	
Total amount expended for locomotives,		15,872 46
For passenger and baggage cars, per last report, . .	}	*12,670 37 †17,609 24
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,	}	
For merchandise cars, paid during the past year, . .		
Total amount expended for merchandise cars,		
For engineering, per last report,	6,424 25	
For engineering, paid during the past year,	413 71	
Total amount expended for engineering,		6,837 96
Total amount expended for other expenses, [including interest and interest on bonds during construction,]		22,804 95
Total cost of road and equipment,		\$255,613 88

CHARACTERISTICS OF ROAD.

Length of road,	14 miles 3,073 feet.
Length of single main track,	Do. do.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track, . .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	4,792 feet.
Weight of rail per yard in main road,	50 lbs.
Weight of rail per yard in branch roads,	No branches.
Maximum grade, with its length in main road, . .	50 feet 8,200 feet.
Total rise and fall in main road,	Rise 94 57-100 ft., fall 41 [56-100 ft.]
Shortest radius of curvature, with length of curve in main road, [for first 9 miles,]	1,400 feet radius.
Total degrees of curvature in main road, [for first 9 miles,]	217°.
Total length of straight line in main road, . . .	11 miles, 4,492 feet.
Aggregate length of wooden truss bridges,	No truss bridges.
Aggregate length of all other wooden bridges, . .	180 feet.
Whole length of road unfenced on both sides, . .	All fenced.
Number of public ways crossed at grade,	15
Number of railroads crossed at grade,	None.
Way stations for express trains,	None.
Way stations for accommodation trains,	5
Flag stations,	None.
Whole number of way stations,	5
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	} 28,170. Freight with passenger train.
Miles run by freight trains,	

* Total per last report. † Present total.

Miles run by other trains,	No other.●	
Total miles run,		28,170
Number of passengers carried in the cars,	56,694	
Number of passengers carried one mile,	531,525	
Number of tons of merchandise carried in the cars,	5,800	
Number of tons of merchandise carried one mile,	81,200	
Number of passengers carried one mile, to and from other roads,	95,583	
Number of tons carried one mile to and from other roads,	32,004	
Rate of speed adopted for express passenger trains, including stops,	} No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	24 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	22 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	No special trains.	
Average rate of speed adopted for freight trains, including stops and detentions,	Freight with passenger [train.	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	413,160	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	332,082	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$150 24
For repairs of wooden bridges and buildings,	54 75
For renewals of iron, including laying down,	Nothing.
Number of men employed exclusive of those engaged in construction,	17

MOTIVE POWER AND CARS.

For repairs of locomotives,	} 1,342 69
For repairs of passenger cars,	
For repairs of merchandise cars,	
For repairs of gravel and other cars,	
Number of engines,	3
Number of passenger cars,	4
Number of baggage cars,	2
Number of merchandise cars,	15
Number of gravel cars,	9

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	
Wood,	3,756 00
Coal,	No coal.
For oil used by cars and engines,	399 98
For waste and other material for cleaning,	75 00
For salaries, wages and incidental expenses, chargeable to passenger department,	} 7,381 36
For salaries, wages and incidental expenses, chargeable to freight department,	
For gratuities and damages,	Nothing.
For taxes and insurance,	145 38

For ferries,	No ferries.
For repairs of station buildings, aqueducts, fixtures, furniture,	Above.
For interest, [including interest on bonds,]	\$7,425 59
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Included above.
INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1.—On main road, including branches owned by company,	14,283 46
2.—To and from other roads, specifying what, [Boston and Maine, R. R.]	2,588 39
<i>For freight :—</i>	
1.—On main road and branches owned by company,	4,035 56
2.—To and from other connecting roads, [Boston & Maine and Lowell & Lawrence R. R. Companies,]	2,889 69
Total income,	\$18,319 02

Respectfully submitted,

CHAS. J. BROCKWAY.
EDWD. KIMBALL.
R. FOWLER.
TAPPAN PEARSON.
GEO. COGSWELL.

December 31, 1852.

Essex, ss. December 31, 1852. Then personally appeared C. J. Brockway, Edward Kimball, Richard Fowler, Tappan Pearson, George Cogswell, aforementioned, and severally made oath that the within return subscribed above, is true, according to their best knowledge and belief.

Before me, HENRY FROTHINGHAM, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
NEW LONDON, WILLIMANTIC, AND PALMER
RAILROAD CORPORATION.

*Return of the New London, Willimantic, and Palmer Railroad, under the Act of
May 1, 1849, chap. 191, for the fiscal year ending November 1, 1852.*

Capital stock,		\$1,700,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$493,233 43	
Capital paid in, since last report,	65,627 80	
Total amount of capital stock paid in,		558,861 23
Funded debt, per last report,	800,000 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	140,000 00	
Total present amount of funded debt,		940,000 00
Floating debt, per last report,	111,097 57	
Floating debt paid since last report,	55,515 40	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,		55,582 17
Total present amount of funded and floating debt,		995,582 17
Average rate of interest per annum paid during the year,	6½ per cent.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	407,766 88	
For graduation and masonry paid during the past year,	3,594 15	
Total amount expended for graduation and masonry,		411,361 03
For wooden bridges per last report,	84,965 08	
For wooden bridges paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		84,965 08
For superstructure, including iron, per last report,	403 253 39	
For superstructure, including iron paid during the past year,	3,705 23	
Total amount expended for superstructure, including iron,		406,958 62
For stations, buildings and fixtures, per last report,	56,063 87	
For stations, buildings and fixtures, paid during the past year,	5,986 46	
Total amount expended for stations, buildings and fixtures,		62,050 33
For land, land-damages and fences, per last report,	184,754 90	
For land, land-damages and fences paid during the past year,	8,452 98	
Total amount expended for land, land-damages and fences,		193,207 88

For locomotives, passenger, baggage and merchandise cars, per last report,	\$104,209 81	
For locomotives, passenger, baggage and merchandise cars, paid during the past year,	17,134 43	
Total amount expended for locomotives and cars,	49,927 12	\$121,344 24
For engineering and miscellaneous, per last report,		
For engineering and miscellaneous, paid during the past year,	8,827 75	
Total amount expended for engineering and miscellaneous,		58,754 87
Discount on bonds, interest, and scrip,	159,469 65	
Discount on bonds, interest, and scrip during the past year,	13,000 00	
Total amount expended for discount and interest,		172,469 65
Total cost of road and equipment,		\$1,511,111 70
CHARACTERISTICS OF ROAD.		
Length of road,	66 miles.	
Length of single main track,	} 66 miles. About 9 miles in Massachusetts.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,		About 5 miles.
Weight of rail per yard in main road,	57 lbs.	
Maximum grade, with its length in main road,	66 feet, 4,750 feet long.	
Total rise and fall in main road,	1,085 feet.	
Shortest radius of curvature, with length of curve in main road,	293°, 400 feet long.	
Number of railroads crossed at grade,	1	
Way stations for accommodation trains,	24	
Flag stations,	11	
Whole number of way stations,	24	
Whole number of flag stations,	11	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	82,632	
Miles run by freight trains,	43,240	
Total miles run,		125,872
Number of passengers carried in the cars,	139,325	
Rate of speed adopted for accommodation trains,	30 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	15 " "	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$8,468 30	
For repairs of wooden bridges,	258 27	
For wages of switchmen, average per month, \$26 00		
For wages of watchmen, average per month, 30 00,		
Number of men employed exclusive of those engaged in construction,	132	
MOTIVE POWER AND CARS.		
For repairs of locomotives, and cars,	3,626 37	
For new locomotive,	7,500 00	
For new merchandise cars,	8,925 00	

Number of engines,	6	
Number of passenger cars,	8	
Number of baggage cars,	3	
Number of merchandise cars,	86	
Number of gravel cars,	8	
MISCELLANEOUS.		
For fuel and oil used by engines during the year,	\$15,522	93
For salaries, wages and incidental expenses,	27,706	15
For gratuities and damages,	1,687	65
For interest,	60,759	69
All other expenses not included in any of the foregoing items,	17,591	90
Total expenditures for working the road,		\$123,268 32
INCOME DURING THE YEAR.		
For passengers,	61,609	04
For freight,	44,237	64
U. S. Mails,	2,597	99
Rents,	954	34
Miscellaneous,	5,011	77
Total income,		114,410 78

ACCIDENT.

October 6, 1852.—The down passenger train, in crossing the covered bridge at Norwich Falls, struck a man, throwing him into the river. He died soon after he was taken from the water.

All which is respectfully submitted,

GORDON L. FORD,
 THOMAS FITCH, 2ND,
 HENRY P. HAVEN,
 N. S. PERKINS, JR.,
 ACORS BARNES,
 JOSEPH SMITH,
 CALVIN TORREY,
Directors.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. December 29, 1852. Personally before me came Gordon L. Ford, Pres't, Thomas Fitch, 2d, H. P. Haven, N. S. Perkins, Jr., Acors Barnes, and Joseph Smith, Directors, of the New London, Willimantic, and Palmer Railroad, and by me known to be such,

136 N. LONDON, WILLIMANTIC, & PALMER R. R. [Jan.

signers of the above and foregoing report, and made solemn oath to the truth of the facts therein set forth, according to the best of their knowledge and belief.

Before me, AUG. BRANDEGLE, *a Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. *December 31, 1852.* Then personally appeared, the above named Calvin Torrey, and made oath that the above report is true, according to his best knowledge and belief.

Before me, MERRILL BARLOW, *Justice of the Peace.*

The undersigned have examined and approved the within Report.

HENRY P. HAVEN,

Commissioner appointed by the State of Connecticut.

C. TORREY,

Commissioner for the Commonwealth of Massachusetts.

December 31, 1852.

SIXTH ANNUAL REPORT
OF THE
NORFOLK COUNTY RAILROAD COMPANY.

Return of the Norfolk County Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$1,200,000 00
Capital paid in, per last report,	\$455,015 00	
Capital paid in, since last report,	2,000 00	
Total amount of capital stock paid in,		457,015 00
Funded debt, per last report,	675,149 75	
Funded debt, increase of, since last report,	144,593 92	
Total present amount of funded debt, [including unpaid interest on bonds,]		819,743 67
Floating debt, per last report,	113,093 13	
Floating debt, paid since last report,	84,073 69	
Total present amount of floating debt,		29,019 44
Total present amount of funded and floating debt,		848,763 11
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, namely: January, \$793,475 41; February, \$797,080 15; March, \$797,311 10; April, \$804,075 31; May, \$808,376 50; June, \$812,921 34; July, \$814,743 43; August, \$818,111 23; September, \$826,750 58; October, 829,842 17; November, \$833,157 16; December, \$848,763 11.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	708,731 39	
For graduation and masonry, paid during the past year,	9,720 65	
Total amount expended for graduation and masonry,		718,452 04
For wooden bridges, per last report,	36,648 86	
For wooden bridges, paid during the past year,	120 78	
Total amount expended for wooden bridges,		36,769 64
For superstructure, including iron, per last report,	231,553 96	
For superstructure, including iron, paid during the past year,	91 75	
Total amount expended for superstructure, including iron,		231,645 71
For stations, buildings and fixtures, per last report,	14,535 82	
For stations, buildings and fixtures, paid during the past year,	442 45	
Total amount expended for stations, buildings and fixtures,		14,978 27
For land, land-damages and fences, per last report,	74,273 96	
For land, land-damages and fences, paid during the past year,	4,892 83	

Total amount expended for land, land-damages and fences,		\$79,166 79
For locomotives, per last report,	\$25,137 87	
Total amount expended for locomotives,		25,137 87
For passenger and baggage cars, per last report,	13,850 00	
Total amount expended for passenger and baggage cars,		13,850 00
For merchandise cars, per last report,	24,293 21	
Total amount expended for merchandise cars,		24,293 21
For engineering, per last report,	18,960 31	
For engineering, paid during the past year,	8 75	
Total amount expended for engineering,		18,969 06
For agencies and other expenses, per last report,	65,466 32	
Total amount expended for agencies, and other expenses,		82,665 13
Total cost of road and equipment,		\$1,245,927 72

• CHARACTERISTICS OF ROAD.

Length of road,	137,100 ft. or 25 965-1000 m.
Length of single main track,	136,100 feet.
Length of double main track,	1,000 "
Length of branches owned by the company, stating whether they have a single or double track,	None.
Weight of rail per yard in main road,	58 to 63 lbs.
Specify the different weights per yard,	58, 61, 63 lbs.
Maximum grade, with its length in main road,	35 376-1000 ft.-6,300 ft. long
Total rise and fall in main road,	694 feet, 410 rise, 284 fall.
Shortest radius of curvature, with length of curve in main road,	2° 45', 2,084 ft.; rad. 1,500 ft.
Total degrees of curvature in main road,	252°.
Total length of straight line in main road,	{ 111,600 feet; 21 miles 43 rods 10 feet.
Aggregate length of wooden truss bridges,	1,575 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	14
Number of railroads crossed at grade,	None.
Way stations for express trains,	None.
Way stations for accommodation trains,	6
Flag stations,	7
Whole number of way stations,	16
Whole number of flag stations,	7

DOINGS DURING THE YEAR.

Miles run by passenger trains,	58,468	
Miles run by freight trains,	15,936	
Miles run by other trains,	7,856	
Total miles run,		82,260
Number of passengers carried in the cars,	89,242	
Number of passengers carried one mile,	1,872,785	
Number of tons of merchandise carried in the cars,	25,283 200-2000	
Number of tons of merchandise carried one mile,	414,346 200-2000	
Number of passengers carried one mile, to and from other roads,	1,701,431	
Number of tons carried one mile to and from other roads,	370,340 800-2000	
Rate of speed adopted for accommodation trains,	24 miles.	

Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	30 miles per hour.
Average rate of speed adopted for freight trains, including stops and detentions, . . .	12 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	305,036
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	563,400

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	Charged to construction.	
For wages of switchmen, average per mo., \$30 00		
For wages of watchmen, average per mo., 28 00		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	\$422 75	
Total for maintenance of way, . . .		\$422 75

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	2,593 20	
For repairs of passenger cars, . . .	1,228 40	
For repairs of merchandise cars, . . .	1,011 22	
For repairs of gravel and other cars, . . .	289 22	
Total for maintenance of motive power and cars, . . .		5,122 04
Number of engines, . . .	4	
Number of passenger cars, . . .	12	
Number of baggage cars, . . .	4	
Number of merchandise cars, . . .	69	
Number of gravel cars, . . .	26	

MISCELLANEOUS.

For fuel used by engines during the year, . . .	8,000 00	
For oil used by cars and engines, [including waste], . . .	1,052 81	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	3,917 88	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	4,354 23	
For gratuities and damages, . . .	277 18	
For taxes and insurance, . . .	709 13	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence Railroad Company,] . . .	16,735 79	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	3,244 12	
Total miscellaneous, . . .		38,291 14
Total expenditures for working the road, . . .		\$43,835 93

INCOME DURING THE YEAR.**For passengers :—**

1.—On main road, [including express,] . . .	6,015 87
2.—To and from other roads, specifying what, . . .	32,539 35

For freight :—

1.—On main road and branches owned by company, . . .	2,320 33
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2.—To and from other connecting roads, . . .	\$25,409.33	
U. S. Mails, [net amount,]	967 02	
Rents,	None.	
Total income,		\$67,251 90
Net earnings, after deducting expenses, . . .		\$23,415 97

In our last return, we stated that the Norfolk County Railroad had been leased to the Southbridge and Blackstone Railroad Company. Said lease has since been cancelled by consent of parties.

We now state with confidence, that such arrangements have been made as will greatly enhance the value of the road, both to its stockholders and the public.

The Southbridge and Blackstone Railroad has been put under contract, with a prospect of its being completed before our next return to the legislature, thereby securing a connection with the Norwich and Worcester Railroad at Mechanicsville, in the town of Thompson, in the State of Connecticut. This will make our road a part of the best and shortest route between New York and Boston, by land or steamboat.

The Medway Branch Railroad, connecting with our road at North Wrentham, is now completed, and will be opened for travel during the present month.

ACCIDENT.

We have to report the first accident that has occurred on the road since it was opened for travel, by which any person was injured. On the 26th day of *June* last, Orpheus Holmes, a very worthy man, who had been employed on the road as brakeman since it was opened, and who had recently been appointed conductor of the freight train, was instantly killed by his head coming in contact with a bridge, while standing on the top of a box car.

EDW'D CRANE.

T. FARRAR.

J. C. HURD.

W. FARNUM.

P. SANFORD.

HORATIO BIGELOW.

H. M. HOLBROOK.

December 1, 1852.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. * *Boston, December 30, 1852.* Then personally appeared, the within named Edward Crane, T. Farrar, J. C. Hurd, and W. Farnum, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, HORATIO BIGELOW, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 31, 1852.* Then personally appeared, the within named Philo Sanford and Horatio Bigelow, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

FRANCIS B. HAYES, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 31, 1852.* Then personally appeared, the within named H. M. Holbrook, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

ARCH'D FOSTER, *Justice of the Peace.*

SEVENTEENTH ANNUAL REPORT

OF THE

NORWICH AND WORCESTER RAILROAD
COMPANY.*To the Honorable the Legislature of the Commonwealth of Massachusetts :*

The Directors of the Norwich and Worcester Railroad Company respectfully submit their Return and Report of their doings the past fiscal year, ending November 30th, A. D. 1852, as required by law.

Capital stock,	\$2,825,000 00	
Increase of capital since last report,		\$2,825,000 00
Capital paid in, per last report,	1,914,050 00	
Capital paid in, since last report,	207,050 00	
Total amount of capital stock paid in,		2,121,100 00
Funded [and deferred] debt, per last report,	854,823 00	
Funded debt, paid since last report,	153,223 00	
Total present amount of funded [and deferred] debt,		701,600 00
Floating debt, per last report,	20,293 71	
Floating debt, paid since last report,	49 23	
Total present amount of floating debt, [interest \$15,642 32; bal. due sundry persons, \$4,602 16],		20,244 48
Total present amount of funded [deferred] and floating debt, [assets, bills receivable, &c., \$131,238 93],		721,844 48
Average rate of interest per annum paid during the year,	5½ per cent.	
Maximum amount of debt for each month during the year, viz. : —1851, December, \$854,593 11 ; 1852, January, \$956,165 02; February, \$949,941 17; March, \$955,021 51; April, \$768,759 06; May, \$711,619 23; June, \$717,405 48; July, \$771,333 02; August, \$771,072 13; September, \$748,438 04; October, \$748,627 19; November, \$721,844 48.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	614,529 92	
Total amount expended for graduation and masonry,		614,529 92
For wooden bridges, per last report,	32,750 59	
Total amount expended for wooden bridges,		32,750 59
For superstructure, including iron, per last report,	354,159 28	
For superstructure, including iron, paid during the past year,	3,022 20	

Total amount expended for superstructure, including iron,		\$357,181 48
For stations, buildings and fixtures, per last report, .	\$46,985 55	
Total amount expended for stations, buildings and fixtures,		46,985 55
For land, land-damages and fences, per last report, .	140,930 21	
For land, land-damages and fences, paid during the past year,	1,361 50	
Total amount expended for land, land-damages and fences,		142,291 71
For locomotives, per last report,	75,540 44	
Total amount expended for locomotives,		75,540 44
For passenger and baggage cars, per last report,	31,524 88	
Total amount expended for passenger and baggage cars,		31,524 88
For merchandise cars, per last report,	35,646 25	
For merchandise cars, paid during the past year,	7,000 00	
Total amount expended for merchandise cars,		42,646 25
For engineering, per last report,	69,499 50½	
Total amount expended for engineering,		69,499 50½
For agencies and other expenses, per last report,	1,183,537 87½	
Total amount expended for agencies and other expenses,		1,183,537 87½
Total cost of road and equipment,		\$2,596,488 20

CHARACTERISTICS OF ROAD.

Length of road,	59 miles.
Length of single main track,	57.2 "
Length of double main track,	1.8 "
Length of branches owned by the company, stating whether they have a single or double track,	7 miles; single track.
Weight of rail per yard in main road,	56 lbs.
Weight of rail per yard in branch roads,	56 "
Maximum grade, with its length in main road,	32 feet for 13,265 feet.
Total rise and fall in main road,	845.74
Shortest radius of curvature, with length of curve in main road,	1,910 feet for 3,639 feet, Mass.
Total degrees of curvature in main road,	424° 30' in Mass.
Total length of straight line in main road,	12.8 miles in Mass.
Aggregate length of wooden truss bridges,	1,575 feet.
Number of public ways crossed at grade,	73
Number of railroads crossed at grade,	1, Western Railroad.
Way stations for express trains,	2
Way stations for accommodation trains,	14
Flag stations,	3

[As the books of the company have not been kept in conformity to the requisition of the act of April 16th, 1846, some of the items in the return cannot be given, and the characteristics of the road are incomplete, for the reason that the note books, &c. of the location of the road have been lost or mislaid.]

DOINGS DURING THE YEAR.

Miles run by passenger trains,	118,286
Miles run by freight trains,	69,141
[Miles run by express freight trains,]	38,984

Miles run by other trains,	46,182	
Total miles run,		272,593
Number of passengers carried in the cars,	175,010	
Number of passengers carried one mile,	4,804,760	
Number of tons of merchandise carried in the cars,	90,043	
Number of tons of merchandise carried one mile,	4,575,365	
Number of passengers carried one mile, to and from other roads,	1,940,427	
Number of tons carried one mile, to and from other roads,	2,038,500	
Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 " "	
Rate of speed adopted for accommodation trains,	22 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	11 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	5,709,400	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	13,061,260	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$19,375 84	
For repairs of wooden bridges,	991 91	
For wages of switchmen, average per month, \$26 00		
For wages of gate-keepers, average per month, 23 40		
For wages of signal men, average per month, None.		
For wages of watchmen, average per month, 30 00		
Number of men employed exclusive of those engaged in construction,	187	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	597 08	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses,	48 93	
Total for maintenance of way,		\$23,285 48

MOTIVE POWER AND CARS.

For repairs of locomotives,	21,106 32	
For repairs of passenger cars,	4,914 37	
For new passenger cars to cover depreciation,	751 15	
For repairs of merchandise cars,	2,873 99	
For repairs of gravel and other cars,	105 44	
Total for maintenance of motive power and cars,		29,751 27
Number of engines, [9 of 8-wheel and 6 of 6-wheel,]	15	
Number of passenger cars, [15 of 8-wheel and 1 of 4-wheel,]	16	
Number of baggage cars, [1 of 4-wheel,]	1	
Number of merchandise cars, [117 of 8-wheel, and 1 of 4-wheel,]	118	
Number of gravel cars, [5 of 4-wheel,]	5	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :		
Wood, \$33,964 93	}	34,967 95
Coal, 1,003 02		

For oil used by cars and engines,	\$5,962 62	
For waste and other material for cleaning,	473 38	
For salaries, wages and incidental expenses, charge- able to passenger department,	12,006 66	
For salaries, wages and incidental expenses, charge- able to freight department,	24,156 28	
For gratuities and damages,	4,286 03	
For taxes and insurance,	4,446 26	
For repairs of station buildings, aqueducts, fixtures, furniture,	3,090 74	
For interest, [\$38,688 62.]		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,066 60	
	4,252 83	
Total miscellaneous,		\$99,709 35
Total expenditures for working the road,		\$152,746 10
[Interest],		38,688 62
[Total expenses and interest,]		\$191,434 72
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1.—On main road, including branches owned by company, [Local,]	85,385 58	} 112,933 48
2.—To and from other roads, specifying what, [Boston & Worcester, Worcester & Nashua, Providence & Worcester, and Western Roads,]	27,547 90	
<i>For freight :—</i>		
1.—On main road and branches owned by com- pany, [Local,]	87,143 77	} 139,009 47
2.—To and from other connecting roads, [Bos- ton & Worcester, Worcester & Nashua, Providence & Worcester, and Western Roads,]	51,865 70	
U. S. Mails,	7,979 50	
Rents, [\$3,569 78, other income, \$4,069 47,]	7,639 25	15,618 75
Total income,		\$267,561 70
Net earnings, after deducting expenses, and interest,		\$76,126 98
DIVIDENDS.		
Two dividends, per cent., total,		89,711 55
Surplus not divided,	None.	
Surplus last year,	57,890 62	
Total surplus,		44,221 22

During the year there has been two regular accommodation passenger trains, a freight train with passenger car attached; also a fourth express passenger train, express freight train, and a way freight train, over the road daily each way, making six trains per day each way, between Nor-
wich and Worcester.

ACCIDENTS.

December 19, 1851.—Francis Wise, a German, quite deaf, was run over by the morning accommodation train down, at Greenville, while walking on the track, and instantly killed.

December 25, 1851.—A collision took place between the express freight train up (irregular), and the morning accommodation train down (regular) three miles north of Jewett City. No person seriously injured. One freight car totally demolished—engine badly broken.

August 5, 1852.—William H. James of West Greenwich, R. I., was killed at Central Village by being struck by the cow-catcher of the engine, on the 3 P. M. train up. He lying between the rails in a state of gross intoxication.

September 27, 1852.—Thomas Madagan, a brakeman on first freight and passenger train from Worcester, was killed by coming in contact with the bridge at Jewett City, while standing on the top of a car. Same day, Patrick Hays, brakeman on way freight train, was slightly injured by being jammed between the cars while coupling at Pomfret.

November 15, 1852.—Way freight train down demolished a wagon attached to a runaway horse, near the car factory, Greenwich.

Since the last Annual Report (November, 1851) there has been twenty-two shares of the additional capital stock of the company, subscribed, and eighty-eight shares of old stock in hands of stockholders has been surrendered under the acts of the Commonwealth of Massachusetts and State of Connecticut, passed April and May, 1850, and the instalments on all the stock subscribed, as authorized by said acts, have been paid, making the stock so issued full stock, with the exception of one hundred and ten shares of 90 per cent. stock, which will be made full stock.

The State Commissioners, having examined the road and its furniture, subscribed the following certificate.

“In compliance with the Act of the Legislature of the State of Connecticut passed at its May session, A. D. 1850, appointing commissioners to make semi-annual examinations of all the railroads within the State, the undersigned, duly appointed Commissioners on the Norwich and Worcester Railroad, after due notice, did on the 18th and 21st instants, examine the entire length of said road within the State, its superstructure, bridges, cars, and motive power; and we hereby certify that the same are, in our judgment, in good order and condition for the safe and expeditious transportation of passengers and freight.”

(Signed)

THOS. A. CLARK,
JEREMIAH LAW,
Commissioners.

Dated *Norwich, Dec. 21, 1852.*

All which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts and the State of Connecticut, as required by law.

JOEL W. WHITE,
J. N. PERKINS,
CHARLES JOHNSON,
JEDEDIAH HUNTINGTON,
ALEX. DEWITT,
WM. AUG. WHITE,
ROBT. D. WEEKS,
ROBERT BAYARD,
F. F. MARBURY,

Directors.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. On this 24th day of December, A. D. 1852, personally appeared, Joel W. White, J. N. Perkins, Charles Johnson, and Jedediah Huntington, and made oath to the truth of the foregoing report, to which their signatures are affixed.

Before me, LEVI H. GODDARD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. December, 23, 1852. I hereby certify that Alexander DeWitt has appeared before me and made oath that the statements herein contained are true, according to his best knowledge and belief.

T. W. HAMMOND, *Justice of the Peace.*

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. On this 27th day of December, A. D. 1852, personally appeared, William Augustus White, Robert D. Weeks, Robert Bayard, and Francis F. Marbury, and severally made oath before me that the statements herein contained are true, according to the best of their knowledge and belief.

WALTER EDWARDS, *Connecticut Commissioner,*
And Notary Public of the State of N. York.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditure of the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the twenty-fourth day of December, 1852, we examined the accounts of said Company up

148 NORWICH & WORCESTER RAILROAD. [Jan. .

to the 30th November, 1852, and found that there had been expended for the road in Connecticut since the 30th of Nov., 1851, the sum of \$6,775 97

Viz. : Land damages,	\$94 50	
Carriage department,	4,666 67	
Railway iron,	2,014 80	
		<u>\$6,775 97</u>

To which add amount to November 30th, 1851,	1,817,280 62
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Making the cost in Connecticut to November 30, 1852,	<u>\$1,824,056 59</u>
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That there has been expended in Massachusetts since November 30th, 1851, the sum of \$4,607 73

Viz. : Land damages,	\$1,267 00	
Carriage department,	2,333 33	
Railway iron,	1,007 40	
		<u>\$4,607 73</u>

To which add amount to November 30th, 1851,	767,823 88
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Making the cost in Massachusetts to November 30, 1852,	\$772,431 61
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To which add in Connecticut,	1,824,056 59
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Making the whole cost to November 30th, 1852,	\$2,596,488 20
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They further report that the accounts of the expenditures on the road in each State, have been kept separate and distinct, as required by the charter.

That the receipts of the Company for twelve months, ending with the month of November, 1852, were . . . \$267,561 70

Expenditures were—For repairs of road, repairs of cars, locomotives, bridges, station houses, fuel, passenger and freight expenses, &c.,	152,746 10
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	<u>\$114,815 60</u>
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From which deduct interest,	38,688 62
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Leaving net, after paying expenses and interest,	\$76,126 98
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Of which we have set down to Mass. $\frac{1}{3}$	\$25,375 66
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“ “ “ “ to Conn. $\frac{2}{3}$	50,751 32
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	<u>\$76,126 98</u>
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All which is respectfully submitted.

E. B. STODDARD,
Commissioner of the Commonwealth of Massachusetts.

W. P. EATON,
Commissioner for the State of Connecticut.

December 24th, 1852.

NINTH ANNUAL REPORT
OF THE
OLD COLONY RAILROAD COMPANY.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized],	\$2,100,000 00
Increase of capital since last report,	Nothing.
Capital paid in, per last report,	\$1,964,010 00
Capital paid in, since last report,	60 00
Total amount of capital stock paid in,	1,964,070 00
Funded debt, per last report,	328,800 00
Funded debt, paid since last report, [bought by the company],	45,500 00
Funded debt, increase of, since last report,	Nothing.
Total present amount of funded debt,	283,300 00
Floating debt, per last report,	} Nothing.
Total present amount of floating debt,	
Total present amount of funded and floating debt,	283,300 00
Average rate of interest per annum paid during year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$	} Funded debt.
March, \$; April, \$; May, \$	
June, \$; July, \$; August, \$	
September, \$; October, \$; November, \$	
December, \$	

COST OF ROAD AND EQUIPMENT.

[For Abington Branch, per last report],	129,098 87
For graduation and masonry, per last report,	237,340 12
For wooden bridges, per last report,	88,496 98
For superstructure, including iron, per last report,	477,046 20
For stations, buildings and fixtures, per last report,	207,434 23
For land, land-damages and fences, per last report,	645,494 10
For land, land-damages and fences, paid during the past year,	} Nothing yet charged to construction.
For locomotives, per last report,	
For passenger and baggage cars, per last report,	95,259 80
Total amount expended for passenger and baggage cars,	53,281 23
	36,717 04
For engineering, [agencies and other expenses], per last report,	323,366 26
Total cost of road and equipment,	\$2,293,534 83
[The total cost of road and equipment appears by ledger, \$2,292,544 83. The books were not kept originally to show these various items, and it is difficult, if not impossible, to state the details with perfect accuracy].	

CHARACTERISTICS OF ROAD.	
Length of road,	37½ miles.
Length of single main track,	25½ "
Length of double main track,	11½ "
Length of branches owned by the company, stating whether they have a single or double track,	7½ " single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	5 913-1000 miles.
Weight of rail per yard in main road,	56 to 70 lbs.
Weight of rail per yard in branch roads,	50 to 56 lbs.
Specify the different weights per yard,	50, 56, 70 lbs.
Maximum grade, with its length in main road,	39 6-10 ft. for 6,000 ft.
Maximum grade, with its length in branch roads,	39 6-10 ft. for 10,500 ft. in 5 planes, 12 ft. width of surface.
Total rise and fall in main road,	509 2-10 ft.
Total rise and fall in branch roads,	148 ft.
Shortest radius of curvature with length of curve in main road, [at Boston],	520 ft. for 450 ft.
Shortest radius of curvature, with length of curve in branch roads,	301 ft. in 140 ft.
Total degrees of curvature in main road,	853°.
Total degrees of curvature in branch roads,	172°.
Total length of straight line in main road,	30 miles, 860 ft.
Total length of straight line in branches,	5 " 4,708 "
Aggregate length of wooden truss bridges,	217 ft.
Aggregate length of all other wooden bridges,	2,915 "
Whole length of road unfenced on both sides, [marsh and swamp land not included],	1½ miles.
Number of public ways crossed at grade, [by main and branches owned by this company],	43
Way stations for express trains, [stops regularly at South Braintree only],	1
Way stations for accommodation trains,	16
Flag stations,	6
Whole number of way stations,	16
Whole number of flag stations,	6
DOINGS DURING THE YEAR.	
Miles run by passenger trains,	157,639
Miles run by freight trains,	37,435
Miles run by other trains,	17,245
Total miles run,	212,895
Number of passengers carried in the cars,	598,166
Number of passengers carried one mile,	8,898,685
Number of tons of merchandise carried in the cars,	92,367
Number of tons of merchandise carried one mile,	1,436,738
Number of passengers carried one mile, to and from other roads, [New York boats, Fall River Railroad, and Cape Cod Railroad],	2,144,962
Number of tons carried one mile, to and from other roads, [merchandise ; New York boats, Fall River Railroad, and Cape Cod Railroad,]	616,892
Rate of speed adopted for express passenger trains, including stops,	About 28 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	" 28 " "

Rate of speed adopted for accommodation trains, .	About 20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, .	" 19 " "
Average rate of speed actually attained by special trains, including stops and detentions, .	" 19 " "
Average rate of speed adopted for freight trains, including stops and detentions, .	" 12½ " "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, .	4,803,018
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, .	2,069,976

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$26,468 08	
For repairs of wooden bridges, .	359 81	
For renewals of iron, including laying down, .	5,717 72	
For wages of switchmen, average per month, \$28 00	2,295 36	Total, }
For wages of gate-keepers, average per month, 28 00	1,062 25	
For wages of signal men, average per month, 26 00	862 30	
For wages of watchmen, average per month, 33 00	1,935 79	
Number of men employed exclusive of those engaged in construction, .		About 200.
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), [over and above that done by road repairers], .	417 05	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, [included in depot reports.]		
Total for maintenance of way, .		\$39,118 36

MOTIVE POWER AND CARS.

For repairs of locomotives, .	12,661 18	
For repairs of passenger cars, .	6,588 98	
For repairs of merchandise cars, .	2,972 03	
For new merchandise cars to cover depreciation, [\$1,440, charged to freight expense.]		
For repairs of gravel and other cars, .	1,891 59	
Total for maintenance of motive power and cars, .		24,113 78
Number of engines, .	15	
Number of passenger cars, .	25	
Number of baggage cars, .	4	
Number of merchandise cars, .	128	
Number of gravel cars, .	45	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, .	\$34,736 26
Coal, .	1,375 91
For oil used by cars and engines, .	3,730 61
For waste and other material for cleaning, .	575 78
For salaries, wages and incidental expenses, chargeable to passenger department, .	28,883 89
For salaries, wages and incidental expenses, chargeable to freight department, .	12,118 57
For gratuities and damages, .	889 47

For taxes and insurance,	\$2,334 96	
For repairs of station buildings, aqueducts, fixtures, furniture,	3,422 04	
For interest, [on bonds],	18,363 00	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Fall River Railroad, for use of cars and risk, on Old Colony Railroad and Cape Cod Railroad, and New York boats],	7,039 48	
For amount paid other companies, as rent for use of their roads, specifying each company, [\$24,600 South Shore Railroad, and Dorchester and Milton Branch, \$7,630,]	32,230 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,484 44	
Miscellaneous, [items not included in the above,]	1,286 75	
Total miscellaneous,		\$157,471 16
Total expenditures for working the road,		\$220,703 30

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned [and leased] by company,	175,469 59
2.—To and from [other roads, specifying what, [New York boats, Fall River and Cape Cod Railroads],	38,352 79

For freight :—

1.—On main road and branches owned [and leased] by company,	40,620 03
2.—To and from other connecting roads, [New York boats, Fall River Railroad and Cape Cod Railroad,]	26,974 93
U. S. Mails, [\$4,204; city official contract, \$3,600,]	7,804 00
Rents, [\$1,979 81; interest, \$6,372 48,]	8,352 29
[Gravel, \$24,640 11,]	24,640 11
Total income,	322,213 74
Net earnings, after deducting expenses,	\$101,510 44

DIVIDENDS.

Per cent. Total,	None.
Surplus not divided, [being net earnings of the past year],	101,510 44
Surplus last year,	50,536 24
Total surplus,	152,046 68

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :

Road and bridges,	} Nothing
Buildings,	
Engines and cars,	

ACCIDENTS.

The following fatal accidents and serious injuries have happened during the year, ending November 30th, 1852 :—

December 10th, 1851.—Jeremiah Murphy, while driving in a sleigh with his wife, on Turnpike Street, South Boston, was run over by a passenger train going out from Boston, and so much injured that he died in a few hours. The accident happened in the evening. There was a bright light on the engine, and the cars were also lighted; the bell was rung, and the train in full view for some distance before it reached the crossing. The signal man was at his post, with a good red signal light, which he repeatedly waived directly in front of Murphy—yet he drove directly upon the track.

March 28th, 1852.—Mr. ——Pressey was walking on the inner track of the road in South Boston, in the evening, in the face of a driving storm of hail and rain, with an open umbrella in front of him, which entirely obscured his view, it being quite dark : a train approaching Boston, with a brilliant light in front, struck him, and he was probably, dragged several rods by the engine, and very much bruised ; but, fortunately, no bones were broken. He was, however, much injured.

September 6th, 1852.—Ira P. Derby, a deaf mute, whilst walking on the track in South Braintree, just beyond a curve in the road, was run down by a regular passenger train going in the same direction, and thrown down an embankment. The engineman caused the bell to be rung, and the whistle to be sounded, as soon as he was discovered ; finding the signals were not regarded, he caused the brakes to be applied, but the distance was so short, he was struck before the train could be stopped. Mr. Derby was so much injured that he died the same night.

October 8th, 1852.—Robert H., son of John Armstrong, 6 years old, while playing in South Boston, was run down and killed by one of two trains going in opposite directions. He probably attempted to cross in front of one train, not seeing the other.

FRANCIS B. CROWNINSHIELD.

JAMES W. SEVER.

ALEXANDER HOLMES.

WILLIAM J. WALKER.

H. H. HUNNEWELL.

NATHANIEL WHITING.

CHARLES B. SHAW.

SUFFOLK, ss. *Boston, December 30, 1852.* Then personally appeared Francis B. Crowinshield, and made oath that the foregoing return, by him subscribed, is true, according to his best knowledge and belief.

JAMES W. SEVER, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 30, 1852.* Then personally appeared, James W. Sever, Alexander Holmes, William J. Walker, H. H. Hunnewell, Nathaniel Whiting, and Charles B. Shaw, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, FRANCIS B. CROWINSHIELD, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD
COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1849,
chap. 191, to January 1, 1852.*

Capital stock, [by charter, \$340,000,]	.	.		\$275,000 00
Increase of capital since last report, .	.	.	None.	
Capital paid in, per last report, .	.	.	\$209,760 00	
Capital paid in, since last report, .	.	.	1,040 00	
Total amount of capital stock paid in, .	.	.		210,800 00
Funded debt, per last report, .	.	.	45,800 00	
Funded debt paid since last report, .	.	.	13,400 00	
Funded debt, increase of, since last report, .	.	.	None.	
Total present amount of funded debt, .	.	.		32,400 00
Floating debt, per last report, .	.	.	4,837 16	
Floating debt, paid since last report, .	.	.	Changed.	
Floating debt, increase of since last report, .	.	.	1,215 48	
Total present amount of floating debt, .	.	.		6,052 64
Total present amount of funded and floating debt, .	.	.		38,452 64
Average rate of interest per annum paid during the year, .	.	.	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$50,837 16; February, \$43,800; March, \$43,800; April, \$43,800; May, \$44,500; June, \$44,500; July, \$44,000; August, \$37,939 73; September, \$37,939 73; October, \$38,452 64; November, \$38,452 64; December, \$38,452 64.				

COST OF ROAD AND EQUIPMENT.

For graduation, masonry, [and bridging,] per last report, .	.	.		86,903 86
For graduation and masonry, paid during the past year, .	.	.		
Total amount expended for graduation and masonry, .	.	.		
For wooden bridges, per last report, .	.	.	None.	113,804 97
For wooden bridges paid during the past year, .	.	.		
Total amount expended for wooden bridges, .	.	.		
Total amount expended for iron bridges, (if any,) .	.	.		
For superstructure, including iron, per last report, .	.	.		
For superstructure, including iron, paid during the past year, .	.	.		
Total amount expended for superstructure, including iron, .	.	.		

For stations, buildings and fixtures, per last report, .	}	
For stations, buildings and fixtures, paid during the past year, .		
Total amount expended for stations, buildings and fixtures, .		\$14,249 86
For land, land-damages and fences, per last report, .	}	\$23,126 45
For land, land-damages and fences, paid during the past year, .		
Total amount expended for land, land-damages and fences, .		
For locomotives, per last report, .	}	107 28
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .	}	23,233 73
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .	}	Nothing.
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .	}	9,534 27
For engineering, paid during the past year, .		
Total amount expended for engineering, .		
For agencies, and other expenses, per last report, .	}	Nothing.
For agencies and other expenses, paid during the past year, .		
Total amount expended for agencies and other expenses, .		
Total cost of road [on which we receive interest from Fitchburg Company,] .		\$263,540 28

CHARACTERISTICS OF ROAD.

Length of road, .	14 miles 391½ feet
Length of single main track, .	Same.
Length of double main track, .	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track, .	None.
Aggregate length of sidings and other tracks, excepting main tracks and branches, .	2,210 feet.
Weight of rail per yard in main road, .	50 and 53 pounds.
Weight of rail per yard in branch roads, .	No branches.
Specify the different weights per yard, .	50 and 53 pounds.
Maximum grade, with its length in main road, .	58 feet, 5,190 feet long.
Maximum grade, with its length in branch roads, .	No branches.
Total rise and fall in main road, .	327.59 feet.
Total rise and fall in branch roads, .	No branches.
Shortest radius of curvature, with length of curve in main road, .	1,146 radius, 700 ft. long.
Shortest radius of curvature, with length of curve in branch roads, .	None.
Total degrees of curvature in main road, .	588° 18'.
Total degrees of curvature in branch roads, .	None.
Total length of straight line in main road, .	8.64 miles.
Total length of straight line in branches, .	None.
Aggregate length of wooden truss bridges, .	205 feet.
Aggregate length of all other wooden bridges, .	140 "

Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	12
Number of public ways crossed at grade, . . .	1, Worcester & Nashua,
Number of railroads crossed at grade, . . .	None. [at Groton.]
Way stations for express trains, . . .	4
Way stations for accommodation trains, . . .	None.
Flag stations, . . .	4
Whole number of way stations, . . .	None.
Whole number of flag stations, . . .	

DOINGS DURING THE YEAR.

[Run by Fitchburg Railroad Company.]

EXPENDITURES FOR WORKING THE ROAD.

[Paid by Fitchburg Railroad Company.]

MOTIVE POWER AND CARS.

[None.]

MISCELLANEOUS.

For salaries of president, treasurer, [including president's salary for 1850 and 1851,] . . . \$2,150 00

INCOME DURING THE YEAR.

[6 per cent on cost to July last; 7 per cent. to January—paid by Fitchburg Railroad Company.]

DIVIDENDS.

[None the past year. A balance of stock.]

J. M. MAYNARD,
WALTER FESSENDEN,
DANIEL ADAMS,
GEO. BARRETT,
F. A. WORCESTER,
HENRY A. WOODS,
Directors.

MIDDLESEX, ss. *December 30, 1852.* Then personally appeared John M. Maynard, and made oath that the within return, signed by him, is true, according to his best knowledge and belief.

Before me, W. W. WHEILDON, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. *December 31, 1852.* Then personally appeared George Barrett, and made oath that the within return, signed by him, is true, to the best of his knowledge and belief.

Before me, E. M. ISAACS, *Notary Public.*

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MIDDLESEX, ss. *December 31, 1852.* Then personally appeared Daniel Adams, and made oath that the within return, by him signed, is true, according to his best knowledge and belief.

Before me, F. A. WORCESTER, *Justice of the Peace.*

MIDDLESEX, *December 31, 1852.* Then personally appeared F. A. Worcester, and Henry A. Woods, and made oath that the within return, by them signed, is true, according to their best knowledge and belief.

Before me, LEVI SHERWIN, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD
COMPANY.

Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849, chap. 191. For the year ending November 30, 1852.

Capital stock,	\$500,000 00
Total amount of capital stock paid in,	450,000 00

COST OF ROAD AND EQUIPMENT.

Total amount expended for graduation and masonry,	108,827 47
Total amount expended for wooden bridges,	7,244 00
Total amount expended for iron bridges, (if any,)	1,303 62
Total amount expended for superstructure, including iron,	201,395 32
Total amount expended for stations, buildings and fixtures,	29,311 33
Total amount expended for land, land-damages, and fences,	63,742 95
Total amount expended for locomotives,	7,000 00
Total amount expended for passenger and baggage cars,	4,247 43
Total amount expended for engineering,	20,605 56
Total cost of road and equipment,	\$443,677 68

CHARACTERISTICS OF ROAD.

Length of road,	18.65 miles.
Length of single main track,	17.95 "
Length of double main track, . . . . .	.70 "
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . . . .	.70 "
Weight of rail per yard in main road,	56 lbs. per yard.
Maximum grade, with its length in main road,	66 feet, 222 feet long.
Total rise and fall in main road,	365 feet.
Shortest radius of curvature, with length of curve in main road,	477½ feet, 722 feet long.
Total degrees of curvature in main road,	710° 1'.
Total length of straight line in main road,	13.39 miles.
Aggregate length of wooden truss bridges,	364 feet.
Aggregate length of iron bridges,	30 "
Number of public ways crossed at grade,	17
Way stations for accommodation trains,	2
Flag stations,	4

Whole number of way stations,	.	.	.	2	
Whole number of flag stations,	.	.	.	4	
DOINGS DURING THE YEAR.					
Miles run by passenger trains,	.	.	.	}	25,255
Miles run by freight trains,	.	.	.		
Total miles run,	.	.	.		25,255
Number of passengers carried in the cars,	.	.	.		39,058
Number of passengers carried one mile,	.	.	.		727,434
Number of tons of merchandise carried in the cars,	.	.	.		22,212
Number of tons of merchandise carried one mile,	.	.	.		341,079
Number of passengers carried one mile, to and from other roads,	.	.	.		160,433
Number of tons carried one mile, to and from other roads,	.	.	.		254,839
Rate of speed adopted for express passenger trains, including stops,	.	.	.	}	20 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	.	.	.		
Rate of speed adopted for accommodation trains,	.	.	.		
Rate of speed actually attained by accommodation trains, including stops and detentions,	.	.	.		
Average rate of speed actually attained by special trains, including stops and detentions,	.	.	.		
EXPENDITURES FOR WORKING THE ROAD.					
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	.	.	.		\$4,664 74
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	.	.	.		362 92
Total for maintenance of way,	.	.	.		\$5,027 66
MOTIVE POWER AND CARS.					
For repairs of locomotives,	.	.	.		875 57
For repairs of passenger cars,	.	.	.		321 40
For repairs of merchandise cars,	.	.	.		1,080 60
Total for maintenance of motive power and cars,	.	.	.		2,277 57
Number of engines,	.	.	.	1	
Number of passenger cars,	.	.	.	2	
Number of baggage cars,	.	.	.	1	
Number of merchandise cars,	.	.	.	None.	
Number of gravel cars,	.	.	.	None.	
MISCELLANEOUS.					
For fuel used by engines during the year, viz.:	.	.	.		
Wood,	.	.	.	}	2,950 75
Coal,	.	.	.		
For oil used by cars and engines,	.	.	.		1,009 00
For waste and other material for cleaning,	.	.	.		48 40
For salaries, wages and incidental expenses, chargeable to passenger department,	.	.	.	}	6,773 95
For salaries, wages and incidental expenses, chargeable to freight department,	.	.	.		
Total miscellaneous,	.	.	.		10,782 10
Total expenditures for working the road,	.	.	.		\$18,087 33

INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1.—On main road, including branches owned by company,	}	\$17,532 17
2.—To and from other roads, specifying what,		
<i>For freight :—</i>		
1.—On main road and branches owned by company,	}	21,963 38
2.—To and from other connecting roads,		
U. S. mails,		900 00
Total income,		\$40,395 55
Net earnings after deducting expenses,		\$22,308 22
DIVIDENDS.		
6 per cent. Total,		27,000 00

WILLIAM H. SWIFT,
ROBT. CAMPBELL,
WHITING GRISWOLD,
JOSIAH STICKNEY,
STEPHEN FAIRBANKS,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1852.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
PROVIDENCE AND BRISTOL RAILROAD
CORPORATION.

The Providence and Bristol Railroad Corporation has not yet been organized.

The company will petition for some modification of the charter ; and, as their request will doubtless be granted by the legislature, it is supposed the stock will then be all taken, and the road constructed.

JOHNSON GARDNER.

January 8, 1853.

EIGHTH ANNUAL REPORT
OF THE
PROVIDENCE AND WORCESTER RAILROAD
CORPORATION.

*Return of the Providence and Worcester Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending November 30th, 1852.*

Capital stock,		\$1,457,500 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$1,457,500 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		1,457,500 00
Funded debt, per last report,	306,000 00	
Funded debt, paid since last report,	6,000 00	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		300,000 00
Floating debt, per last report,	} None.	
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		300,000 00
Total present amount of funded and floating debt,		300,000 00
Average rate of interest per annum paid during the year,	6 per cent.	

COST OF ROAD AND EQUIPMENT.

For construction, per last report,	1,670,590 38	
Paid during this year,	25,238 18	
		1,695,828 56
From which deduct the earnings of 1851, transferred to reduce this amount,	104,646 74	
The surplus earnings of 1852, ditto,	24,569 19	
		129,215 93
		\$1,566,612 63
For locomotives, per last report,	54,345 21	
For locomotives, paid during the past year,	7,125 00	
		61,470 21
For passenger and merchandise cars, paid per last report,	95,129 04	
For passenger and merchandise cars, paid during the past year,	8,286 30	
		103,415 34
Total cost of road and equipment,		\$1,731,498 18

CHARACTERISTICS OF ROAD.

Length of road,	43.41 miles.
Length of single main track,	38.24 "
Length of double main track,	5.17 "
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	7.60 miles.
Weight of rail per yard in main road,	58 lbs.
Maximum grade, with its length in main road,	27 ft. per mile for 4,200.
Total rise and fall in main road,	Rise 526 ft., fall 56 ft.—582.
Shortest radius of curvature, with length of curve in main road,	716 ft. for 875 feet.
Total degrees of curvature in main road,	2546° 30'.
Total length of straight line in main road,	28.75 miles.
Aggregate length of wooden truss bridges,	3,355 feet.
Aggregate length of all other wooden bridges,	1,330 "
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	43
Number of railroads crossed at grade,	None.
Way stations for express trains,	No express trains run.
Way stations for accommodation trains,	17
Flag stations,	2
Whole number of way stations,	17
Whole number of flag stations,	2

DOINGS DURING THE YEAR.

Miles run by passenger trains,	121,546	
Miles run by freight trains,	44,307	
Miles run by other trains,	1,297	
Total miles run,		167,150
Number of passengers carried in the cars,	521,608	
Number of passengers carried one mile,	5,531,903	
Number of tons of merchandise carried in the cars,	67,037	
Number of tons of merchandise carried one mile,	1,790,483	
Number of passengers carried one mile, to and from other roads,	625,936	
Number of tons carried one mile to and from other roads,	540,804	
Rate of speed adopted for express passenger trains, including stops,	No express trains run.	
Rate of speed adopted for accommodation trains,	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	12 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	3,000,000	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	7,000,000	

EXPENDITURES FOR WORKING THE ROAD.

For wages of switchmen, average per month,	{ The duties of these men being mixed with their other duties as station laborers, their wages in these capacities cannot be determined.
For wages of gate-keepers, average per month,	
For wages of signal men, average per month,	
For wages of watchmen, average per month,	

Number of men employed exclusive of those engaged in construction,	148	
Total for maintenance of way,		\$13,783 18
MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$6,594 62	
For repairs of passenger cars, \$2,797 96	} 8,361 64	
For repairs of merchandise cars, 5,563 68		
Total for maintenance of motive power and cars,		14,956 26
Number of engines,	8	
Number of passenger cars,	17	
Number of baggage cars,	1	
Number of merchandise cars,	135	
Number of gravel cars,	{ 40, used for freight, and included in merch. cars.	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	26,401 59	} 28,600 63
Coal,	2,199 04	
For oil used by cars and engines,	1,946 07	
For waste and other material for cleaning,	No separate account kept.	
For salaries, wages, and incidental expenses, chargeable to passenger department,	20,287 81	
For salaries, wages, and incidental expenses, chargeable to freight department,	21,953 19	
For gratuities and damages,	}	
For taxes and insurance,		
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,		12,648 79
For amount paid other companies, as rent for use of their roads, specifying each company,	}	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
Total expenditures for working the road,		
[For interest paid on bonds,]	17,275 97	114,175 93
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1.—On main road, including branches owned by company,	} 129,043 55	
2.—To and from other roads, specifying what,		
<i>For freight:—</i>		
1.—On main road and branches owned by company,	} 118,565 72	
2.—To and from other connecting roads,		
U. S. Mails,	3,126 86	
Rents,	2,954 41	
Total income,		253,690 54
Net earnings, after deducting expenses,		\$139,514 61

DIVIDENDS.	
per cent. Total, [one dividend of three per cent., declared June, 1852,]	\$43,725 00
[One dividend of three per cent, declared December, 1852,]	43,725 00
Surplus, [years of 1851 and 1852—carried to the reduction of construction account,]	\$87,450 00

ACCIDENTS.

At Providence, *June 7*, Reuben Mowry, while crossing the track near Smith Street Bridge, was struck by a locomotive of a passenger train, and instantly killed.

At Worcester, *June 18*, Dennis Callany, while walking upon the track, was instantly killed by a passenger train passing over him.

At Blackstone, *July 27*, Patrick Dorah was struck by an engine of a passenger train, and fatally injured. He was walking upon the track, and died in about two hours.

At Quinsigamond Village, near Worcester, *September 2*, Thomas Devarney was run down by an engine of a passenger train, and almost instantly killed. He was walking upon the track.

At Blackstone, *September 28*, Philip Riley, a boy, in attempting to jump upon a freight train while passing that station, fell upon the track. Several cars passed over and injured him fatally. He died in a few hours.

At Uxbridge, *October 3*, as a special train was passing that station, it came in collision with a carriage containing three persons, two women and a man. The carriage was much broken, and each of the persons slightly injured.

Respectfully submitted, by

ORRAY TAFT,
JOHN BARSTOW,
MOSES B. IVES,
M. B. LOCKWOOD,
AARON RATHBUN,
HARVEY CHACE,
G. L. SPENCER,
SHUBAEL HUTCHINS,
JAMES Y. SMITH,
PAUL WHITIN,

Directors of the Providence and Worcester Railroad Company.

Providence, R. I.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. In the City of Providence, on this 14th day of December, A. D. 1852. Then personally appeared, the within named Orray Taft, John Barstow, Moses B. Ives, Moses B. Lockwood, Aaron Rathbun, Harvey Chace, Gideon L. Spencer, Shubael Hutchins, James Y. Smith, and Paul Whitin, before me, and severally made oath that the preceding Report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Justice of the Peace.*

We, the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Massachusetts and Rhode Island, having examined the foregoing Report, believe it to be correct, and approve of the same.

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Massachusetts and Rhode Island :

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the company's office in Providence, on the 15th December, 1852, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums are applicable to that part of the road lying in Massachusetts, and also what part is chargeable to that portion lying in the State of Rhode Island; and having examined the accounts of said company, we find that the total expenditures for construction and equipment, to the 30th November, 1851, inclusive, are \$1,725,637 34

There has been expended for construction and equipment, from December 1st, 1851, to the 30th November, 1852, 40,649 48

Total cost of equipment and road to the 30th November, 1852, \$1,766,286 82

From which cost there should be deducted the earnings from the 30th November, 1851, to the 30th November, 1852, \$139,514 61

Less interest on funded debt, \$17,275 97

Also dividends Nos. 2 and 3, declared July 1st and Dec.

1st, 1852, 87,450 00 104,725 97 34,788 64

Total cost of the road and equipment to the 30th November, 1852, \$1,731,498 18

This amount, cost of construction and equipment, we apportion as follows, viz. :—

To Massachusetts, \$865,749 09
To Rhode Island, 865,749 09

RECEIPTS.

The whole amount of receipts from the 1st December, 1851, to the 30th November, 1852, inclusive, were as follows :—

For transportation of passengers, \$129,043 55
For transportation of merchandise, 118,565 72
For mail service, 3,126 86
For rents, 2,954 41
\$253,690 54

EXPENSES.				
Oil, . . . . .	.	.	.	\$1,946 07
Fuel, . . . . .	.	.	.	28,600 63
Maintenance of way, . . . . .	.	.	.	13,783 18
Repairs of cars, . . . . .	.	.	.	8,361 64
Repairs of locomotives, . . . . .	.	.	.	6,594 62
Miscellaneous, . . . . .	.	.	.	12,648 79
Freight expenses, . . . . .	.	.	.	21,953 19
Passenger expenses, . . . . .	.	.	.	20,287 81
				<hr/>
				\$114,175 93
				<hr/>
Net earnings, . . . . .	.	.	.	\$139,514 61
Which amount we apportion as follows:—				
To Massachusetts, . . . . .	.	.	.	69,757 31
To Rhode Island, . . . . .	.	.	.	69,757 30

Said Commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures, in Massachusetts and Rhode Island, respectively, agreeable to the acts of said States creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted.

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

FOURTH ANNUAL REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY.

Return of the Salem and Lowell Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock,		\$400,000 00
Capital paid in, per last report,	\$243,305 00	
Total amount of capital stock paid in,		243,305 00
Funded debt, per last report,	79,800 00	
Funded debt, increase of, since last report,	200 00	
Total present amount of funded debt,		80,000 00
Floating debt, per last report,	26,893 25	
Floating debt, increase of, since last report,	21,506 54	
Total present amount of floating debt,		48,399 79
Total present amount of funded and floating debt,		128,399 79
Average rate of interest per annum paid during the year,	6.158	
Maximum amount of debt for each month during the year, viz.: January, \$104,428 00; February, \$106,873 00; March, \$106,752; April, \$106,749; May, \$107,443 35; June, \$118,617 79; July, \$117,499 27; August, \$126,310 79; September, \$128,405 79; October, \$128,405 79; November, \$128,399 79; December, \$109,187 25—1851.		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	93,649 13	
For graduation and masonry, paid during the past year,	1,015 00	
Total amount expended for graduation and masonry,		94,664 13
For wooden bridges, per last report,	2,701 62	
For wooden bridges, paid during the past year,	28 00	
Total amount expended for wooden bridges,		2,729 62
For superstructure, including iron, per last report,	119,949 47	
For superstructure, including iron, paid during the past year,	3,430 01	
Total amount expended for superstructure, including iron,		123,379 48
For stations, buildings and fixtures, per last report,	8,547 38	
Total amount expended for stations, buildings and fixtures,		8,185 95
For land, land-damages and fences, per last report,	44,318 26	
For land, land-damages and fences, paid during the past year,	500 00	

Total amount expended for land, land-damages and fences,		\$44,818 26
For locomotives, per last report,	\$21,708 55	
For locomotives, paid during the past year,	240 00	
Total amount expended for locomotives,		21,948 55
For passenger and baggage cars, per last report,	5,155 12	
For passenger and baggage cars, paid during the past year,	2,265 50	
Total amount expended for passenger and baggage cars,		7,420 62
For merchandise cars, per last report,	36,765 69	
For merchandise cars, paid during the past year,	10,058 53	
Total amount expended for merchandise cars,		46,824 22
For engineering, per last report,	6,633 07	
For engineering, paid during the past year,	294 50	
Total amount expended for engineering,		6,927 57
For agencies and other expenses, per last report,	3,702 36	
For agencies and other expenses, paid during the past year,	1,981 66	
Total amount expended for agencies and other expenses,		5,774 02
Total cost of road and equipment,		\$362,672 42

CHARACTERISTICS OF ROAD.

Length of road,	16.882 miles.
Length of single main track,	16.882 "
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	1.734
Weight of rail per yard in main road,	58 lbs.
Maximum grade, with its length in main road,	28.58 per mile for 3,380 ft.
Total rise and fall in main road,	223.34 feet.
Shortest radius of curvature, with length of curve in main road,	1,200 feet for 1,425 feet.
Total degrees of curvature in main road,	395°
Total length of straight line in main road,	13.368 miles.
Aggregate length of all wooden bridges,	121 feet.
Whole length of road unfenced on both sides,	} All fenced, or otherwise protected.
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	9
Way stations for accommodation trains,	1
Flag stations,	3
Whole number of way stations,	5
Whole number of flag stations,	3

DOINGS DURING THE YEAR.

Miles run by passenger trains,	43,338	
Miles run by freight trains,	12,358	
Total miles run,		55,696
Number of passengers carried in the cars,	66,467	
Number of passengers carried one mile,	695,944	
Number of tons of merchandise carried in the cars,	41,240	
Number of tons of merchandise carried one mile,	861,764	
Number of passengers carried one mile, to and from other roads,	174,261	
Number of tons carried one mile, to and from other roads,	576,750	

Rate of speed adopted for accommodation trains, .	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, .	25 " "	
Average rate of speed adopted for freight trains, including stops and detentions, .	12 " "	
 EXPENDITURES FOR WORKING THE ROAD.		
[Amount paid Lowell and Lawrence R. R. Co. for running road, as per contract,] .		\$25,695 94
[Amount paid for proportion of maintaining Essex R. R. between South Danvers and Salem,] .		1,782 96
 MOTIVE POWER AND CARS.		
Number of engines,	3	
Number of passenger cars,	3	
Number of baggage cars,	2	
Number of merchandise cars,	173	
Number of gravel cars,	2	
 MISCELLANEOUS.		
For salaries, wages and incidental expenses, chargeable to passenger department,	} \$10,355 27	
For salaries, wages and incidental expenses, chargeable to freight department,		
For interest,	6,381 42	
For amount paid other companies, as rent, for use of their roads, specifying each company,		
[To Essex Railroad Co.,]	4,800 00	
[To Lowell & Lawrence Co.,]	4,000 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	613 45	
Total expenditures for working the road,		53,629 04
 INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1.—On main road, including branches owned by company,	} 20,639 76	
2.—To and from other roads, specifying what,		
<i>For freight :—</i>		
1.—On main road and branches owned by company,	} 33,054 60	
2.—To and from other connecting roads,		
Total income,		53,694 36
Net earnings, after deducting expenses,		\$65 32
 DIVIDENDS.		
per cent. Total,	65 32	
Surplus last year,	6,903 40	
Total surplus,		6,968 72

No serious accident has occurred during the year.

S. C. PHILLIPS.
WM. LIVINGSTON.
SIDNEY SPALDING.
JACOB COGGIN.
CHAS. F. FLINT.
JOSIAH B. FRENCH.
J. W. PEELE.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *Lowell, December 29, 1852.* Then personally appeared the above named S. C. Phillips, William Livingston, Sidney Spalding, Jacob Coggin, Charles F. Flint, and J. B. French, and made oath that the above return, by them subscribed, was true, according to the best of their knowledge and belief.

Before me, JOHN A. KNOWLES, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, December 29, 1852.* Then personally appeared the above named J. W. Peele, and made oath that the above return, by him subscribed, was true, according to the best of his knowledge and belief.

Before me, STEPHEN H. PHILLIPS, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
SAUGUS BRANCH RAILROAD COMPANY.

Return of the Saugus Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$160,000 00
Increase of capital since last report, . . .	None.	
Capital paid in, per last report, . . .	\$32,000 00	
Capital paid in since last report, . . .	91,650 00	
Total amount of capital stock paid in, . . .		123,650 00
Funded debt, per last report, . . .	Nothing.	
Funded debt, paid since last report, . . .		
Funded debt, increase of, since last report, . . .		
Total present amount of funded debt, . . .		
Floating debt, per last report, . . .	Nothing.	
Floating debt, increase of, since last report, . . .		
Total present amount of floating debt, . . .		5,206 93
Total present amount of funded and floating debt, . . .		
Average rate of interest per annum paid during the year, . . .	6 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$. . . ; February, \$. . . ; March, \$. . . ; April, \$. . . ; May, \$. . . ; June, \$. . . ; July, \$4,874 98 ; August, \$6,100 34 ; September, \$9,787 23 ; October, \$3,970 15 ; November, \$6,165 11 ; December, \$. . .		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, . . .	Nothing.	
For graduation and masonry paid during the past year, . . .	Nothing.	43,427 57
Total amount expended for graduation and masonry, . . .		
For wooden bridges, per last report, . . .	Nothing.	
For wooden bridges paid during the past year, . . .	Nothing.	8,424 17
Total amount expended for wooden bridges, . . .		
Total amount expended for iron bridges (if any,) . . .	Nothing.	
For superstructure, including iron, per last report, . . .		
For superstructure, including iron, paid during the past year, . . .	Nothing.	34,618 02
Total amount expended for superstructure, including iron, . . .		
For stations, buildings and fixtures, per last report, . . .	Nothing.	
For stations, buildings and fixtures, paid during the past year, . . .	Nothing.	9,044 69
Total amount expended for stations, buildings and fixtures, . . .		

For land, land-damages and fences, per last report,	Nothing.
For land, land-damages and fences, paid during the past year, .	
Total amount expended for land, land-damages and fences, .	\$30,130 82
For locomotives, per last report, .	
For locomotives, paid during the past year, .	
Total amount expended for locomotives, .	
For passenger and baggage cars, per last report, .	
For passenger and baggage cars, paid during the past year, .	Nothing.
Total amount expended for passenger and baggage cars, .	
For merchandise cars, per last report, .	
For merchandise cars, paid during the past year, .	
Total amount expended for merchandise cars, .	
For engineering, per last report, .	\$536 77
For engineering, paid during the past year, .	2,590 86
Total amount expended for engineering, .	3,127 63
For agencies and other expenses, per last report, .	
For agencies and other expenses, paid during the past year:—	
Total amount expended for agencies and other expenses, .	84 03
Total cost of road and equipment, .	\$128,856 93

CHARACTERISTICS OF ROAD.

Length of road, .	8½ miles.
Length of single main track, .	8½ "
Length of double main track, .	
Length of branches owned by the company, stating whether they have a single or double track, .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	
Weight of rail per yard in main road, .	60 lbs.
Weight of rail per yard in branch roads, .	None.
Specify the different weights per yard, .	No difference.
Maximum grade, with its length in main road, .	40 feet.
Total rise and fall in main road, .	
Total rise and fall in branch roads, .	
Shortest radius of curvature, with length of curve in main road, .	
Shortest radius of curvature, with length of curve in branch roads, .	
Total degrees of curvature in main road, .	The road is not yet finished nor in running order, and these returns have not been received from the Engineer and Contractor.
Total degrees of curvature in branch roads, .	
Total length of straight line in main road, .	
Total length of straight line in branches, .	
Aggregate length of wooden truss bridges, .	
Aggregate length of all other wooden bridges, .	
Aggregate length of iron bridges, .	
Whole length of road unfenced on both sides, .	
Number of public ways crossed at grade, .	
Number of railroads crossed at grade, .	
Remarks, .	
Way stations for express trains, .	

Way stations for accommodation trains,	.	.	.	} See preceding answer.
Flag stations,	.	.	.	
Whole number of way stations,	.	.	.	
Whole number of flag stations,	.	.	.	
DOINGS DURING THE YEAR.				
[No cars run.]				

GARDINER G. HUBBARD,
ALBERT THORNDIKE,
ISAIAH BREED,
B. T. REED,
BENJ. F. NEWHALL,
JOSHUA WEBSTER,

Directors of the Saugus Branch Railroad Corp'n.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 31st, 1852.* Then personally appeared the above-named Gardiner G. Hubbard, Albert Thorndike, Isaiah Breed, B. T. Reed, and Joshua Webster, and made oath, and the above-named Benjamin F. Newhall, made affirmation, to the truth of the foregoing report, by them subscribed, according to their best knowledge and belief.

Before me, W. S. TUCKERMAN, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
SOUTHBRIDGE AND BLACKSTONE RAILROAD
COMPANY.

In our last report we stated that we had united our road with the New York and Boston Railroad, by making joint stock with that company, and that we had taken a lease of the Norfolk County Railroad; and that more than one million dollars had been subscribed to the stock of the united company. But there were certain conditions in the contracts and in the subscriptions to stock that were not fulfilled, the same therefore became void. Since then the company have made minute surveys of most of their road, and have made some slight alteration in the location; have procured the right of way of nearly all the proprietors whose lands are taken for said road; and have put that part of their road lying between Blackstone and the Norwich Railroad under contract, and a large force is now employed in its construction.

The corporation intend this portion of their road shall be completed and opened for use by the first day of September next. The subscriptions to stock are ample for the construction of this part of our road, embracing about twenty miles of the chartered route.

The expense of the right of way and for the surveys and location, not having been fully liquidated, and the construction having commenced in the present month, no report of expenditures is now made.

W. FARNUM.

EDWARD CRANE.

J. C. HURD.

E. D. AMMIDOWN.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 30th, 1852.* Then personally appeared, the above named W. Farnum, Edward Crane, and J. C. Hurd, and made oath that the foregoing report is true, according to their best knowledge and belief.

Before me,

HORATIO BIGELOW, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

SOUTH READING BRANCH RAILROAD COMPANY.

Return of the South Reading Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$400,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$209,532 73	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		209,532 73
Funded debt, per last report,	None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,	87,605 07	
Floating debt, paid since last report,	60,911 19	
Total present amount of funded and floating debt,		26,693 88

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	82,502 29	
For graduation and masonry paid during the past year,	21,434 59	
Total amount expended for graduation and masonry,		103,936 88
For wooden bridges, per last report,	585 73	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		585 73
For superstructure, including iron, per last report,	61,539 27	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		61,539 27
For stations, buildings and fixtures, per last report,	9,303 03	
For stations, buildings and fixtures, paid during the past year,	Nothing.	
Total amount expended for stations, buildings and fixtures,		9,303 03
For land, land-damages and fences, per last report,	33,786 06	
For land, land-damages and fences, paid during the past year,	11,485 00	
Total amount expended for land, land-damages and fences,		45,271 06

For locomotives, per last report, . . .		
For locomotives, paid during the past year, . . .		
Total amount expended for locomotives, . . .		
For passenger and baggage cars, per last report, . . .		
For passenger and baggage cars, paid during the past year, . . .		
Total amount expended for passenger and baggage cars, . . .		
For merchandise cars, per last report, . . .		
For merchandise cars, paid during the past year, . . .		
Total amount expended for merchandise cars, . . .		
For engineering, per last report, . . .	\$7,404 57	
For engineering, paid during the past year, . . .	Nothing.	
Total amount expended for engineering, . . .		\$7,404 57
For agencies and other expenses, per last report, . . .	8,186 07	
For agencies and other expenses, paid during the past year, . . .	Nothing.	
Total amount expended for agencies and other expenses, . . .		8,186 07
Total cost of road and equipment, . . .		<u>\$236,226 61</u>

This road owns no engines or cars, having sold the same on the 1st day of October, 1851.

CHARACTERISTICS OF ROAD.		
Length of road, . . .	8 15-100 miles.	
Length of single main track, . . .	8 15-100 "	
Length of double main track, . . .	None.	
Length of branches owned by the company, stating whether they have a single or double track, . . .	1,150 feet.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	1 41-100 miles.	
Weight of rail per yard in main road, . . .	60 lbs.	
Weight of rail per yard in branch roads, . . .	60 "	
Maximum grade, with its length in main road, [Len. . .	2,200 ft.—52 8-100 ft. pr m.	
Maximum grade, with its length in branch roads, " . . .	900 ft.—40 " "	
Total rise and fall in main road, . . .	237 6-100 " "	
Total rise and fall in branch roads, . . .	5 ft. " "	
Shortest radius of curvature, with length of curve in main road, . . .	350 ft. rad.; 100 ft. length.	
Shortest radius of curvature, with length of curve in branch roads, . . .	425 ft. rad.; 290 " "	
Total degrees of curvature in main road, . . .	232° 15'	
Total degrees of curvature in branch roads, . . .	80° 41'	
Total length of straight line in main road, . . .	6 85-100 miles.	
Total length of straight line in branches, . . .	578 feet.	
Aggregate length of all other wooden bridges, . . .	326 "	
Number of railroads crossed at grade, . . .	12	
Way stations for express trains, . . .	3	
Way stations for accommodation trains, . . .	3	
Flag stations, . . .	2	
Whole number of way stations, . . .	3	
Whole number of flag stations, . . .	2	

DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	29,026	
Miles run by freight trains, . . .	6,250	
Miles run by other trains, . . .	102	
Total miles run, . . .		35,378
Number of passengers carried in the cars, . . .	91,076½	

Number of passengers carried one mile, . . .	647,122
Number of tons of merchandise carried in the cars, .	18,843 31-100
Number of tons of merchandise carried one mile, .	160,889 16-100
Number of passengers carried one mile, to and from other roads,	536,804
Number of tons carried one mile to and from other roads,	155,032
Rate of speed adopted for accommodation trains, .	22 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	21 " "
Average rate of speed adopted for freight trains, including stops and detentions,	15 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	169,067
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	25,905

EXPENDITURES FOR WORKING THE ROAD.

[This road has been operated during the past year by the Eastern Railroad Company.]

MISCELLANEOUS.

For amount paid other companies, in tolls for passengers, and freight carried on their road, specifying each company,	\$21,217 66	
For amount paid other companies for operating road, specifying each company,	22,111 25	
Total expenditures for working the road,		\$43,328 91

INCOME DURING THE YEAR.

For passengers:—

1.—On main road, including branches owned by company,	\$3,272 45	
2.—To and from other roads, specifying what, [Boston and Maine],	26,053 93	29,326 38

For freight:—

1.—On main road and branches owned by company,	450 77	
2.—To and from other connecting roads,	14,715 80	15,166 57
Rents, [\$497 03-100; incidental receipts, \$6,576 21-100,]	7,073 24	
Total income,		51,566 19

Net earnings, after deducting expenses,		\$8,237 28
[Surplus, per last report,		2,413 03
Earnings from passengers in September, 1851,	5,354 88	
" " freight in September, 1851,	1,328 07	6,682 95
Total, October 1, 1852,		\$17,333 26
Which has been applied to the payment of bills contracted prior to October 1, 1851.]		

The Directors submit the preceding report of the doings and income of the South Reading Branch Railroad, for the year ending September 30th, 1852 :—

At the last session of the legislature, the South Reading Branch Railroad was authorized to lease its entire road, with all the rights, privileges, and franchises to it belonging, to the Eastern Railroad Company ; which was by the same act, authorized to hire the same for an indefinite term of time ; or to sell to said Eastern Railroad Company all the stock of said South Reading Branch Railroad, at such prices as may be agreed upon with the several owners thereof ; or at such prices as shall be determined by three Commissioners appointed by the Supreme Judicial Court, in case of disagreement ; and it appearing for the interest of all parties to sell said stock, rather than lease said road, it was so sold to the Eastern Railroad Company, on the 1st day of July last. Since the 1st day of October, 1851, the South Reading Branch Railroad has been operated by the Eastern Railroad Company, upon terms advantageous to both companies. The South Reading Branch Railroad having sold its engines and cars to the Eastern Railroad Company, at an appraised value made by Messrs. Hinkley & Griggs, on that day.

ALBERT THORNDIKE.
DAVID PINGREE.
JOSEPH S. CABOT.
WM. H. FOSTER.
ISAIAH BREED.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *December 29th, A. D. 1852.* Then personally appeared, Albert Thorndike, David Pingree, Joseph S. Cabot, and Wm. H. Foster, above named, and made oath that the above statement, by them subscribed, is true, to the best of their knowledge and belief.

Before me, WILLIAM D. NORTHEED, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 30, 1852.* Then personally appeared, the above named Isaiah Breed, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

Before me, W. S. TUCKERMAN, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock,		\$600,000 00
Capital paid in, per last report,	\$259,685 00	
Total amount of capital stock paid in,		259,685 00
Funded debt, per last report,	134,500 00	
Total present amount of funded debt,		134,500 00
Floating debt, per last report,	17,022 20	
Floating debt paid since last report,	5,124 17	
Total present amount of floating debt,		11,898 03
Total present amount of funded and floating debt,		146,408 03
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$16,711 85; February, \$16,711 85; March, \$16,711 85; April, \$16,711 85; May, \$16,711 85; June, \$16,711 85; July, \$16,711 85; August, \$18,766 65; September, \$11,298 03; October, \$11,298 03; November, \$11,298 03; December, \$11,898 03.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	124,757 95	
Total amount expended for graduation and masonry,		124,757 95
For wooden bridges, per last report,	13,448 50	
Total amount expended for wooden bridges,		13,448 50
For superstructure, including iron, per last report,	81,643 85	
Total amount expended for superstructure, including iron,		81,643 85
For stations, buildings and fixtures, per last report,	26,540 82	
Total amount expended for stations, buildings and fixtures,		26,540 82
For land, land-damages and fences, per last report,	96,133 17	
For land, land-damages and fences, paid during the past year,	1,007 94	
Total amount expended for land, land-damages and fences,		97,141 11
For engineering, per last report,	13,152 81	
Total amount expended for engineering,		13,152 81
For agencies and other expenses, per last report,	72,012 15	
For agencies and other expenses, paid during the past year,	133 51	
Total amount expended for agencies and other expenses,		72,145 66
Total cost of road and equipment,		\$428,830 70

CHARACTERISTICS OF ROAD.	
Weight of rail per yard in main road, . . .	52 lbs.
Maximum grade, with its length in main road, . . .	34 85-100 ft. for 3½ miles.
Total rise and fall in main road, . . .	259 4-10 feet.
Shortest radius of curvature, with length of curve in main road, . . .	[tion with Old C. R. R. 477½ ft. for 697 ft. at junc-
Total degrees of curvature in main road, . . .	704° 42'.
Total length of straight line in main road, . . .	7 8-10 miles.
INCOME DURING THE YEAR.	
Total income,	\$24,680 00
DIVIDENDS.	
3 per cent. Total,	7,500 00

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment in January, 1849 ; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the first day of April, 1849. Therefore, some of the information, called for above, cannot be furnished by us, but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
JOHN W. LOUD,
ELLIOT L. WHITE,
LABAN SOUTHER,
JAMES C. DOANE,

Directors of the South Shore Railroad.

Boston December, 30, 1852.

SUFFOLK, ss. *December 30, 1852.* Personally appeared the above-named Alfred C. Hersey, John W. Loud, Elliot L. White, Laban Souther, and James C. Doane, and made oath that the above return, by them subscribed, was correct and true, according to the best of their knowledge and belief.

Before me,

JOSIAH QUINCY, JR., *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD
CORPORATION.

*Return of the Stockbridge and Pittsfield Railroad, under the Act of May 1st, 1849,
chap. 191.*

Capital stock,	\$448,700 00
Increase of capital since last report,	None.
Capital paid in, per last report,	\$448,700 00
Capital paid in, since last report,	None.
Total amount of capital stock paid in,	448,700 00
Funded debt, per last report,	None.
Funded debt paid since last report,	
Funded debt, increase of, since last report,	
Total present amount of funded debt,	
Floating debt, per last report,	
Floating debt, paid since last report,	
Floating debt, increase of, since last report,	
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	
Average rate of interest per annum paid during the year,	None paid.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; Novem- ber, \$; December, \$	This road has been leased to the Housatonic Rail- road Co. perpetually, and reference to copy of con- tract and lease is hereby made to the annual re- port of this road to the legislature of 1851.
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	\$154,263 00
For graduation and masonry, paid during the past year,	Nothing.
For wooden bridges, per last report,	8,489 00
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	163,413 00
For superstructure, including iron, paid during the past year,	Nothing.
For stations, buildings and fixtures, per last report,	30,700 00
For stations, buildings and fixtures, paid during the past year,	Nothing.

For land, land-damages and fences, per last report, .	\$70,000 00
For land, land-damages and fences, paid during the past year, .	} Nothing.
For locomotives, per last report, .	
For locomotives, paid during the past year, .	
For passenger and baggage cars, paid during the past year, .	
Total amount expended for passenger and baggage cars, .	\$4,100 00
For merchandise cars, paid during the past year, .	Nothing.
For engineering, per last report, .	8,000 00
For engineering, paid during the past year, .	Nothing.
For agencies and other expenses, per last report, .	9,735 00
Total cost of road and equipment, .	448,700 00

CHARACTERISTICS OF ROAD.

Length of road, .	21 93-100 miles.
Length of single main track, .	Same.
Length of double main track, .	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track, .	None.
Weight of rail per yard in main road, .	56 and 60 lbs.
Maximum grade, with its length in main road, .	92-100 of a mile has 40 ft.
Total rise and fall in main road, .	Total rise 362, fall 98 feet.
Shortest radius of curvature, with length of curve in main road, .	515 ft., 858 ft. in length.
Total degrees of curvature in main road, .	2,011°.
Total length of straight line in main road, .	11 46-100 miles.
Whole length of road unfenced on both sides, .	2 to 3 miles.
Number of public ways crossed at grade, .	21
Number of railroads crossed at grade, .	None.
Way stations for express trains, .	No express trains.
Whole number of way stations, .	10
Whole number of flag stations, .	1

DOINGS DURING THE YEAR.

Miles run by passenger trains, .	27,457
Miles run by freight trains, .	13,728
Miles run by other trains, .	1,000, by estimate.
Total miles run, .	42,185

EXPENDITURES FOR WORKING THE ROAD.

[The directors have not the data to enable them to state the expenses for working the road.]

MOTIVE POWER AND CARS.

[The Housatonic Railroad Company keep and maintain the motive power and cars in good condition, at their expense. No new engines or cars have been purchased by this company within the year.]

INCOME DURING THE YEAR.

[This company receive of the Housatonic Railroad Company seven per cent. on the total cost of the road, annually, as rent.]

Rents, .	\$31,409 00
Total income, .	} Same.
Net earnings, after deducting expenses, .	

DIVIDENDS.					
6½ per cent. Total,	.	.	.	.	\$29,165 50
Surplus not divided,	.	.	.	.	\$2,243 50
Surplus last year,	.	.	.	.	None.
Total surplus,	.	.	.	.	2,243 50
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
[The repairs and renewals are thought to be equal to the depreciations.]					

As this road is operated by the Housatonic Railroad Company, under the lease and contract within referred to, that company do not keep separate accounts of their business on this road from their general accounts, which is the apology of the directors for not making a more detailed report.

Respectfully submitted,

THOS. F. PLUNKETT,
S. A. HULBUT,
HARRISON GARFIELD,
GEO. W. PLATNER,
C. M. OWEN,

Directors of the Stockbridge and Pittsfield Railroad Co.

Lee, December 28, 1852. Personally appeared, the above named Sam'l A. Hulbut and Hiram Garfield, and made oath that the above report is true, according to their best knowledge and belief.

Before me, LEWIS BEACH, *Justice of the Peace.*

Lee, December 29, 1852. Then the above named George W. Platner personally appeared and made oath that the above report was true, according to the best of his knowledge and belief.

Before me, JONATHAN F. COOK, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. Then personally appeared, Thomas F. Plunkett and Charles M. Owen, and severally made oath that the above report, by them subscribed, is correct and true, according to their best knowledge and belief.

Before me, JULIUS ROCKWELL, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

STONY BROOK RAILROAD CORPORATION.

Return of the Stony Brook Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock, [by charter, \$300,000; by vote \$275,000; stock issued,]		\$266,900 00
Capital paid in since last report,	Nothing.	
Total amount of capital stock paid in,		266,900 00
Funded debt, per last report,	} No debts.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum paid during the year,		
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	\$82,883 72	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		82,883 72
For wooden bridges, per last report,	3,600 03	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		3,600 03
Total amount expended for iron bridges (if any)	Nothing.	
For superstructure, including iron, per last report,	118,197 05	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		118,197 05
For stations, buildings and fixtures, per last report,	11,454 51	
For stations, buildings and fixtures, paid during the past year,	8 00	
Total amount expended for stations, buildings and fixtures,		11,462 51

For land, land-damages and fences, per last report, .	\$25,400 06	
For land, land-damages and fences, paid during the past year, .	25 00	
Total amount expended for land, land-damages and fences, .		\$25,425 06
For locomotives, per last report, .		
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .		
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .		
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .	8,249 72	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .		8,249 72
For agencies and other expenses, per last report, .	15,977 08	
For agencies and other expenses paid during the past year, .	18 00	
Total amount expended for agencies and other expenses, .		15,995 08
Total cost of road and equipment, .		\$265,813 17

Furnished by Nashua and
Lowell Railroad Co.

CHARACTERISTICS OF ROAD.

Length of road, .	13 16-100 miles.
Length of single main track, .	13 16-100 "
Length of double main track, .	But one track.
Length of branches owned by the company, stating whether they have a single or double track, .	No branches.
Aggregate length of sidings and other tracks, excepting main track and branches, .	4,949 feet.
Weight of rail per yard in main road, .	56 lbs. [miles.
Maximum grade, with its length in main road, .	39 68-100 and 1 36-100
Total rise and fall in main road, .	207 59-100 feet.
Shortest radius of curvature, with length of curve in main road, .	955 and 23-100 miles.
Total degrees of curvature in main road, .	612°
Total length of straight line in main road, .	8 59-100 miles.
Aggregate length of wooden truss bridges, .	None.
Aggregate length of all other wooden bridges, .	510 feet,
Whole length of road unfenced on both sides, .	Fences are finished.
Number of public ways crossed at grade, .	13
Number of railroads crossed at grade, .	1
Way stations for express trains, .	No express trains run.
Way stations for accommodation trains, .	4
Flag stations, .	None.
Whole number of way stations, .	4
Whole number of flag stations, .	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, .	32,334	
Miles run by freight trains, .	12,835	
Miles run by other trains, .	29	
Total miles run, .		45,198

Number of passengers carried in the cars, . . .	65,630
Number of passengers carried one mile, . . .	787,560
Number of tons of merchandise carried in the cars, . . .	17,803 279-1000
Number of tons of merchandise carried one mile, . . .	213,636
Number of passengers carried one mile, to and from other roads, . . .	284,050
Number of tons carried one mile, to and from other roads, . . .	65,089 700-2000
Rate of speed adopted for accommodation trains, . . .	28 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	28 " "
Average rate of speed adopted for freight trains, including stops and detentions, . . .	12 " "
EXPENDITURES FOR WORKING THE ROAD.	
[None by this Company the road being run by the Nashua and Lowell Railroad Co.]	
INCOME DURING THE YEAR.	
[6½ per cent. on the cost of the road has been received of the Nashua and Lowell Railroad Co., with \$225 in addition, being in all \$13,310 57 for nine months.]	
DIVIDENDS.	
6½ per cent. Total, . . .	\$13,085 57

The accounts of this corporation previous to the present year have been made up on the first days of January and July in each year. At the annual meeting in January last the times of making up the accounts were changed to the first days of April and October. The present return shows the earnings and income of the road for nine months, ending September 30, 1852.

The Stony Brook Railroad is leased to and run by the Nashua and Lowell Railroad Company under a lease accompanying the return for 1848, in consequence of which we are unable to return all the facts required by law, and the facts set down under the head of "doings for the year," are derived from the books of the Nashua and Lowell Railroad Company.

No serious accident has occurred upon the road during the present year.

TAPPAN WENTWORTH.
JOHN WRIGHT.
JOHN W. P. ABBOT.
ZIBA GAY.
WILLIAM A. BURKE.
SEWALL G. MACK.

Lowell, December 28th, 1852.

MIDDLESEX, ss. *December 29, 1852.* Then personally appeared the above named John Wright, John W. P. Abbot, Ziba Gay, and William A. Burke, and severally made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, THOS. ORDWAY, *Justice of the Peace.*

MIDDLESEX, ss. *December 29, 1852.* Then personally appeared the above named Tappan Wentworth, and made oath that the foregoing return, by him subscribed, is true, according to his best knowledge and belief.

Before me, ISAAC S. MORSE, *Justice of the Peace.*

MIDDLESEX, ss. *December 30, 1852.* Then personally appeared the above named Sewall G. Mack, and made oath that the foregoing return, by him subscribed, is true, according to his best knowledge and belief.

Before me, THOS. ORDWAY, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

STOUGHTON BRANCH RAILROAD COMPANY.

Return of the Stoughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$85,400 00
Increase of capital since last report,	Nothing.	
Capital paid in, per last report,	\$85,400 00	
Capital paid in, since last report,	Nothing.	
Total amount of capital stock paid in,		85,400 00
Funded debt, per last report,	700 00	
Funded debt, paid since last report,	700 00	
Funded debt, increase of, since last report,	} Nothing.	
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,	} 6 per cent.	
Total present amount of funded and floating debt,		
Average rate of interest per annum paid during the year,		
Maximum amount of debt for each month during the year, viz.: January, \$700 00; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	38,401 98	
For graduation and masonry paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		38,401 98
For wooden bridges, per last report,	850 00	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		850 00
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	30,075 95	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		30,075 95
For stations, buildings and fixtures, per last report,	12,272 35	
For stations, buildings and fixtures, paid during the past year,	Nothing.	

Total amount expended for stations, buildings and fixtures,		\$12,272 35
For land, land-damages and fences, per last report,	\$8,945 51	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		8,945 51
For locomotives, per last report,	Owned and run by Boston and Providence Railroad Corporation.	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	2,887 50	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		2,887 50
For agencies and other expenses, per last report,	Nothing.	
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		\$93,433 29
CHARACTERISTICS OF ROAD.		
Length of road,	4 miles 222 feet.	
Length of single main track,	" " "	
Length of double main track,	None.	
Length of branches owned by the company, stating whether they have a single or double track,	None.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2,669 feet.	
Weight of rail per yard in main road,	56 lbs.	
Weight of rail per yard in branch roads,	None.	
Maximum grade, with its length in main road,	46 ft. per mile for 740 ft.	
Maximum grade, with its length in branch roads,	None.	
Total rise and fall in main road,	135 50-100 feet.	
Total rise and fall in branch roads,	None.	
Shortest radius of curvature, with length of curve in main road,	1,080 feet radius ; length of curvature 682 feet.	
Shortest radius of curvature, with length of curve in branch roads,		
Total degrees of curvature in main road,	172°.	
Total degrees of curvature in branch roads,	None.	
Total length of straight line in main road,	2 miles, 207 feet.	
Total length of straight line in branches,	Nothing.	
Aggregate length of wooden truss bridges,	50 feet, 6 inches.	
Aggregate length of all other wooden bridges,	None.	
Aggregate length of iron bridges,		
Whole length of road unfenced on both sides,		
Number of public ways crossed at grade,	4	
Number of railroads crossed at grade,	None.	
Remarks,	No accidents on road.	

Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	3
Flag stations, . . .	None.
Whole number of way stations, . . .	3
Whole number of flag stations, . . .	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	4,992	
Miles run by freight trains, . . .	4,992	
Total miles run, . . .		4,992
Number of passengers carried in the cars, . . .	57,866	
Number of passengers carried one mile, . . .	166,298	
Number of tons of merchandise carried in the cars, . . .	16,864	
Number of tons of merchandise carried one mile, . . .	1,973	
Number of passengers carried one mile, to and from other roads, . . .	147,114	
Number of tons carried one mile to and from other roads, . . .	34,270	
Rate of speed adopted for express passenger trains, including stops, . . .	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .		
Rate of speed adopted for accommodation trains, . . .	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	20 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	Owned and operated by Boston and Providence Railroad Corporation.	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	Operated by Boston and Providence Railroad Corporation.	
For repairs of wooden bridges, . . .		
For renewals of iron, including laying down, . . .		
For wages of switchmen, average per month, \$. . .		
For wages of gate-keepers, average per month, \$. . .		
For wages of signal-men, average per month, \$. . .		
For wages of watchmen, average per month, \$. . .		
Number of men employed, exclusive of those engaged in construction, . . .		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .		
Total for maintenance of way, . . .		

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	Furnished by Boston and Providence Railroad Corporation.	
For new locomotives to cover depreciation, . . .		
For repairs of passenger cars, . . .		
For new passenger cars to cover depreciation, . . .		

For repairs of merchandise cars,	} Furnished by Boston and Providence Railroad Corporation.
For new merchandise cars to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	
Number of engines,	
Number of passenger cars,	
Number of baggage cars,	
Number of merchandise cars,	
Number of gravel cars,	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	} Paid by Boston and Providence Railroad Corporation.
Wood,	
Coal,	
For oil used by cars and engines,	
For waste and other material for cleaning,	
For salaries, wages and incidental expenses, chargeable to passenger department,	
For salaries, wages and incidental expenses, chargeable to freight department,	
For gratuities and damages,	} Taxes paid by Boston and Providence Railroad Co. None.
For taxes and insurance, [Buildings insured for 7 years, and paid 4 years since,	
For ferries,	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Providence Railroad Corporation,]	\$15,145 02
For amount paid [Boston and Providence Railroad Co., for working the road 11 months,]	3,667 67
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	434 59
Total expenditures for working the road,	\$19,247 28

INCOME DURING THE YEAR.

For passengers :—

1.—On main road, including branches owned by company,	479 55
2.—To and from other roads, specifying what,	14,020 59

For freight :—

1.—On main road and branches owned by company,	81 13
2.—To and from other connecting roads,	12,469 76

Rents,	114 59
Total income,	27,165 62

Net earnings, after deducting expenses,	\$7,918 34
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DIVIDENDS.

6 per cent. Total, [2 dividends, 3 per cent. each, ending 30th November,]	5,124 00
Surplus not divided,	2,794 34
Surplus last year, [was taken, to reduce the capital stock from \$90,000 to \$85,400.]	
Total surplus,	2,794 34

**ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:**

Road and bridges,	} Kept in repair by the Bos- ton and Providence Rail- road Co.
Buildings,	.	.	.	.	.
Engines and cars,	.	.	.	.	.

F. W. LINCOLN.
MARTIN WALES.
NATH'L MORTON.
OAKES AMES.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Canton*. On this thirtieth day of December, A. D. 1852, personally appeared F. W. Lincoln, Esq. Martin Wales, Nathaniel Morton, and Oakes Ames, Directors of the Stoughton Branch Railroad, who being duly sworn, did by their oaths declare that the foregoing return of the Stoughton Branch Railroad, by them signed, is true, according to the best of their knowledge and belief.

Before me,

ELIJAH HEWINS, *Justice of the Peace*.

EIGHTEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,			\$250,000 00
Capital paid in, per last report,	\$250,000 00		
Total amount of capital stock paid in,			250,000 00
Funded debt, per last report,	} None.		
Funded debt, paid since last report,			
Funded debt, increase of, since last report,			
Total present amount of funded debt,			
Floating debt, per last report,			
Maximum amount of debt for each month during the year, namely: December, 1851, \$750 00; January, 1852, \$125 00; February, \$125 00; March, \$125 00; April, \$125 00; May, \$955 00; June, \$—; July, \$2,387 13; August, \$2,387 13; September, \$2,387 13; October, \$2,387 13; November, \$955 00; December, \$—.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	89,855 38		
For graduation and masonry, paid during the past year,	Nothing.		
Total amount expended for graduation and masonry,			89,855 38
For wooden bridges, per last report,	} None.		
For wooden bridges, paid during the past year,			
Total amount expended for wooden bridges,			
Total amount expended for iron bridges, (if any,)			
For superstructure, including iron, per last report,	92,248 56		
For superstructure, including iron, paid during the past year,	Nothing.		
Total amount expended for superstructure, including iron,			92,248 56
For stations, buildings and fixtures, per last report,	47,056 49		
For stations, buildings and fixtures, paid during the past year,	Nothing.		
Total amount expended for stations, buildings and fixtures,			47,056 49
For land, land-damages and fences, per last report,	30,728 88		
For land, land-damages and fences, paid during the past year,	Nothing.		
Total amount expended for land, land-damages and fences,			30,728 88
For locomotives, per last report,	16,383 67		
For locomotives paid during the past year,	Nothing.		
Total amount expended for locomotives,			16,383 67

For passenger and baggage cars, per last report, . . .	\$8,427 37	
For passenger and baggage cars, paid during the past year, . . .	Nothing.	
Total amount expended for passenger and baggage cars, . . .		\$8,427 37
For merchandise cars, per last report, . . .	8,896 67	
For merchandise cars, paid during the past year, . . .	Nothing.	
Total amount expended for merchandise cars, . . .		8,896 67
For engineering, per last report, . . .	13,539 27	
For engineering, paid during the past year, . . .	Nothing.	
Total amount expended for engineering, . . .		13,539 27
Total cost of road and equipment, . . .		\$307,136 29

CHARACTERISTICS OF ROAD.

Length of road, . . .	11 1-10 miles.
Length of single main track, . . .	11 1-10 "
Length of double main track, . . .	None.
Length of branches owned by the company, stating whether they have a single or double track, . . .	3,000 feet, single track.
Aggregate length of sidings, and other tracks, excepting main track and branches, . . .	5,160 "
Weight of rail per yard in main road, . . .	58 lbs.
Weight of rail per yard in branch roads, . . .	57 "
Maximum grade, with its length in main road, . . .	29 feet in 3,000.
Maximum grade, with its length in branch roads, . . .	35 " per mile, 400 ft.
Total rise and fall in main road, . . .	123 "
Total rise and fall in branch roads, . . .	9 " descent.
Shortest radius of curvature, with length of curve in main road, . . .	800 in 1,000.
Shortest radius of curvature with length of curve in branch roads, . . .	250° 300 feet.
Total degrees of curvature in main road, . . .	70°
Total degrees of curvature in branch roads, . . .	Line follows centre of high-
Total length of straight line in main road, . . .	11 miles. [way.
Total length of straight line in branches, . . .	2,200 feet.
Aggregate length of wooden truss bridges, . . .	} None.
Aggregate length of all other wooden bridges, . . .	
Aggregate length of iron bridges, . . .	
Whole length of road unfenced on both sides, . . .	1,000 feet.
Number of public ways crossed at grade, . . .	19
Number of railroads crossed at grade, . . .	} None.
Remarks, . . .	
Way stations for express trains, . . .	
Way stations for accommodation trains, . . .	3
Flag stations, . . .	None.
Whole number of way stations, . . .	3
Whole number of flag stations, . . .	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	28,226	
Miles run by freight trains, . . .	7,138	
Miles run by other trains, . . .	110	
Total miles run, . . .		35,474
Number of passengers carried in the cars, . . .	137,331	
Number of passengers carried one mile, . . .	1,459,221	
Number of tons of merchandise carried in the cars, . . .	45,523 tons 1,695 lbs.	
Number of tons of merchandise carried one mile, . . .	445,167 " 1,856 "	

Number of passengers carried one mile, to and from other roads,	1,356,327	
Number of tons carried one mile to and from other roads,	419,180 tons 597 lbs.,	
Rate of speed adopted for express passenger trains, including stops,	} No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	11 " in 17 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions,	22 " per hour.	
Average rate of speed adopted for freight trains, including stops and detentions,	14 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	996,212	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	993,782	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$4,979 01	
For renewals of iron, including laying down,	2,789 87	
For wages of switchmen, average per month, \$35 00—309 64	} 622 93	
For wages of watchmen, average per month, 31 67—313 29		
Number of men employed, exclusive of those engaged in construction,	92	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,	746 02	
Total for maintenance of way,		\$9,137 83
MOTIVE POWER AND CARS.		
For repairs of locomotives,	2,631 37	
For repairs of passenger cars,	2,223 49	
For new passenger cars to cover depreciation,	2,182 27	
For repairs of merchandise cars,	2,460 99	
Total for maintenance of motive power and cars,		9,498 12
Number of engines,	5	
Number of passenger cars,	15	
Number of baggage cars,	10	
Number of merchandise cars,	95	
Number of gravel cars,	6	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	} 8,409 70	
Coal,		
For oil used by cars and engines,	} 1,064 52	
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, chargeable to passenger department,	4,107 40	
For salaries, wages and incidental expenses, chargeable to freight department,	5,617 60	
For gratuities and damages,	298 18	
For taxes and insurance,	285 77	

For repairs of station buildings, aqueducts, fixtures, furniture, [including new office at Taunton,]	\$3,289 13	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, [Boston and Providence Railroad Company,]	61,178 20	
For amount paid other companies, as rent for use of their roads, specifying each company, [New Bedford and Taunton,]	5,762 13	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	4,353 64	
Total miscellaneous,		\$94,366 27
Total expenditures for working the road,		\$113,002 22
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1.—On main road, including branches owned by company,	2,606 97	
2.—To and from other roads, specifying what,	82,041 23	
<i>For freight:—</i>		
1.—On main road and branches owned by company,	1,170 39	
2.—To and from other connecting roads,	49,992 68	
U. S. Mails,	1,113 96	
Rents,	476 55	
Total income,		137,401 78
Net earnings, after deducting expenses,		\$24,399 56
DIVIDENDS.		
Per cent. Total,	Eight per cent.	
Surplus not divided, [less amount charged off for depreciation of investments,]	4,399 56	
	1,600 00	
Surplus last year,	38,976 46	
Total surplus,	41,776 02	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges,	} Nothing.	
Buildings,		
Engines and cars,		

No person injured during the past year.

The cars and engines, together with the machine shops, car and engine houses, at Taunton, with the exception of the original engine house, are owned by this corporation in common with the New Bedford and Taunton Railroad Corporation, in proportion of the length of their respective roads; and the two railroads are operated at the joint expense, in the same proportion.

WM. A. CROCKER,
THOMAS B. WALES, } *Directors.*
FITZHENRY HOMER, }

SUFFOLK, ss. *Boston, December 27, 1852.* Then the above named W. A. Crocker, T. B. Wales, and F. Homer, made oath that the foregoing report, by them subscribed, was true, according to the best of their knowledge and belief.

Before me,

E. PICKERING, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

TROY AND GREENFIELD RAILROAD COMPANY.

*Return of the Troy and Greenfield Railroad, under the Act of May 1st, 1849,
chap. 191.*

Capital stock,		\$354,900 00	
Capital paid in, per last report,	\$56,592 21		
Capital paid in, since last report,	32,238 81		
Total amount of capital stock paid in,		88,831 02	
Funded debt, per last report,	8,500 00		
Funded debt, increase of, since last report,	1,000 00		
Total present amount of funded debt,		9,500 00	
Floating debt, per last report,	13,610 20		
Floating debt, paid since last report,	4,895 12		
Total present amount of floating debt,*		18,505 32	
Total present amount of funded and floating debt,		28,005 92	
Average rate of interest per annum, paid during the year,	6 per cent.		
Maximum amount of debt for each month during the year, viz.:—January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$	} From total amount of debt deduct assets, notes on hand,	13,393 24	
[Balance of debt,]			\$14,612 68
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	44,056 64	.	
For graduation and masonry paid during the past year, [including experiments and removal of rock at tunnel,]	26,236 07		
Total amount expended for graduation and masonry,		70,292 71	
For superstructure, including iron, per last report, [principally for ties and lumber,]	319 75		
For superstructure, including iron, paid during the past year,	362 20		
Total amount expended for superstructure, including iron,		681 95	
For stations, buildings and fixtures, paid during the past year,	92 08.		

* The principal part of the debt is payable in stock and bonds to the contractors.

Total amount expended for stations, buildings and fixtures,		\$92 08
For land, land-damages and fences, per last report,	\$1,187 24	
For land, land-damages and fences paid during the past year,	12,581 32	
Total amount expended for land, land-damages and fences,		13,768 56
For engineering, per last report,	7,412 44	
For engineering, paid during the past year, [including an old account for preliminary survey,]	2,650 72	
Total amount expended for engineering,		10,063 16
Total amount expended for agencies and other expenses,	See miscellaneous.	
CHARACTERISTICS OF ROAD.		
Length of road,	42 55-100 miles.	
Maximum grade, with its length in main road,	{ 31 68-100 feet per mile ; 3 39-100 miles.	
Total rise and fall in main road,	{ 594 feet rise to centre of tunnel, and 208 feet fall to State line from thence.	
Shortest radius of curvature, with length of curve in main road,	1,228 ft. ; 850 ft. in length.	
Total length of straight line in main road,	22 486-1000 miles.	
MISCELLANEOUS.		
For interest,	\$2,410 04	
Total expenditures for working the road, [This being for the whole time of existence of the corporation, and there are some unsettled accounts of present officers and directors not included in this amount. Also, there remains an unsettled account for engineering, which cannot be brought into this report.]		\$15,462 00

PETER CLARK,
JOHN PORTER,
E. G. LAMSON,
R. H. LEAVITT,
J. V. C. SMITH,
CEPHAS ROOT,
JOHN L. TUCKER,
A Majority of Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December, 28, 1852.* Personally appeared, Peter Clark, John Porter, R. H. Leavitt, and E. G. Lamson, and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

J. V. C. SMITH, *Justice of the Peace.*

SUFFOLK, ss. *December 28, 1852.* Personally appeared, J. V. C. Smith, and made solemn affirmation, upon the pains and penalties of perjury, that the within return, by him subscribed, is true, according to his best knowledge and belief.

Before me,

JOHN PORTER, *Justice of the Peace.*

FRANKLIN, ss. *December 28, 1852.* Personally appeared, Cephas Root, and John L. Tucker, and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

CHARLES ALLEN, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD
COMPANY.

Return of the Vermont and Massachusetts Railroad, under the Act of May 1st, 1849, chap. 191.

Capital stock, [including the Greenfield Branch and Vermont portion,]		\$3,300,000 00
Total amount of capital stock paid in,		2,240,536 04
Funded debt, per last report,	\$1,079,500 00	
Funded debt, paid since last report,	78,000 00	
Total present amount of funded debt,		1,001,500 00
Floating debt, per last report,	63,025 23	
Floating debt, increase of, since last report,	37,452 55	
Total present amount of floating debt,		100,477 78
Total present amount of funded and floating debt,		1,101,977 78
Average rate of interest per annum paid during the year,	6 per cent.	
• Maximum amount of debt for each month during the year, viz.: January 31st, \$67,582 41; February 28th, \$66,932 41; March 31st, \$53,599 32; April 30th, \$49,631 49; May 31st, \$63,046 39; June 30th, \$118,838 68; July 31st, 123,679; August 31st, \$115,792 04. September 30th, \$107,748 45; October 30th, \$112,202 69; November 30th, \$100,477 78; December 31st, 1851, \$76,082 41.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	1,461,148 47	
For graduation and masonry paid during the past year,	391 92	
Total amount expended for graduation and masonry,		1,461,540 39
For wooden bridges, per last report,	199,395 31	
Total amount expended for wooden bridges,		199,395 31
For superstructure, including iron, per last report,	600,331 61	
For superstructure, including iron paid during the past year,	90 40	
Total amount expended for superstructure, including iron,		600,422 01
For stations, buildings and fixtures, per last report,	119,004 15	
For stations, buildings and fixtures, paid during the past year,	590 89	
Total amount expended for stations, buildings and fixtures,		119,595 04
For land, land-damages and fences, per last report,	175,315 31	

For land, land-damages and fences, paid during the past year,	\$760 31	
[Less land sold, &c.,]	2,000 00	
Total amount expended for land, land-damages and fences,		\$174,075 62
For locomotives, per last report,	95,638 62	
Total amount expended for locomotives,		95,638 62
For passenger and baggage cars, per last report,	20,190 00	
Total amount expended for passenger and baggage cars,		20,190 00
For merchandise cars, per last report,	91,514 89	
Total amount expended for merchandise cars,		91,514 89
For engineering, per last report,	56,872 04	
Total amount expended for engineering,		56,872 04
For agencies, and other expenses, [salaries, &c. &c., during the construction of the road,]	100,271 31	
[For dividends of interest and discount on bonds,]	283,618 42	
Total cost of road and equipment,		3,203,133 65
[Charged to Greenfield Branch, in addition to above,]		248,495 08

CHARACTERISTICS OF ROAD.

Length of road,	69 miles.
Length of single main track,	69 "
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	8 miles single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	About 5½ miles.
Weight of rail per yard in main road,	56 lbs.
Weight of rail per yard in branch roads,	56 "
Maximum grade, with its length in main road,	58 feet for 1 6-10 mile.
Maximum grade, with its length in branch roads,	45 ft. per mile for 3½ miles.
Total rise and fall in main road,	Rise 808 ft.; fall 990 ft.
Total rise and fall in branch roads,	Rise 81 ft.; fall 168 ft.
Shortest radius of curvature, with length of curve in main road,	} 1,000 ft. for 1,900 ft. except at Grout's, where it is 924 ft. for 1,200 ft.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	1,000 ft. for 400 ft.
Total degrees of curvature in branch roads,	3,314°.
Total length of straight line in main road,	607°.
Total length of straight line in branches,	27¼ miles.
Aggregate length of wooden truss bridges,	3 9-10 miles.
Number of public ways crossed at grade,	6,738 feet.
Number of railroads crossed at grade,	64
Way stations for express trains,	1
Way stations for accommodation trains,	None.
Flag stations,	16
Whole number of way stations,	2
Whole number of flag stations,	16
	2

DOINGS DURING THE YEAR.

Miles run by passenger trains,	107,256	
Miles run by freight trains,	57,769	
Miles run by other trains,	11,532	
Total miles run,		176,557
Number of passengers carried in the cars,	135,922	

Number of passengers carried one mile, . . .	2,626,554
Number of tons of merchandise carried in the cars, .	64,506 230-1000
Number of tons of merchandise carried one mile, .	1,570,136 929-1000
Number of passengers carried one mile, to and from other roads, . . .	1,721,677
Number of tons carried one mile, to and from other roads, . . .	1,041,437 856-1000
Rate of speed adopted for express passenger trains, including stops, . . .	} No such trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	
Rate of speed adopted for accommodation trains, .	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, .	25 " "
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 " "
Average rate of speed adopted for freight trains, including stops and detentions, . . .	12 " "

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$24,494 42	
For repairs of wooden bridges, . . .	1,962 72	
For renewals of iron, (laying down included elsewhere,) . . .	5,962 42	
For wages of switchmen, average per month, . . .	} \$28	Total, } 2,625 11
For wages of gate-keepers, average per month, . . .		
For wages of signal men, average per month, . . .		
For wages of watchmen, average per month, . . .		
Number of men employed, exclusive of those engaged in construction, . . .	170	
For removing ice and snow, . . .	151 40	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, . . .	32 65	
Total for maintenance of way, . . .		\$35,228 72

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	11,785 94
For repairs of passenger cars, . . .	6,934 73
For repairs of merchandise cars, . . .	4,830 94
For repairs of gravel and other cars, . . .	575 91
Total for maintenance of motive power and cars, .	24,127 52
Number of engines, . . .	12
Number of passenger cars, . . .	8
Number of baggage cars, . . .	5
Number of merchandise cars, . . .	144
Number of gravel cars, . . .	25

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, . . .	17,625 59
For oil used by cars and engines, . . .	4,360 57
For waste and other material for cleaning, . . .	650 76
For salaries, wages, and incidental expenses, chargeable to passenger department, . . .	14,696 87
For salaries, wages, and incidental expenses, chargeable to freight department, . . .	14,378 75
For damages, . . .	6,618 37

For taxes and insurance,	\$1,231 49	
For repairs of station buildings, aqueducts, fixtures, furniture,	1,152 74	
For interest, [paid on bonds and floating debt,]	67,518 76	
For amount paid other companies, as rent for use of their roads, specifying each company, [Connecticut River Railroad Company,]	2,238 89	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,201 33	
Total miscellaneous,		\$140,674 12
Total expenditures for working the road,		\$132,511 60
[Add interest,]		67,518 76
[Total expenditures, including interest,]		\$200,030 36
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1.—On main road, including branches owned by company, and to and from other roads,	74,205 21	
<i>For freight :—</i>		
1.—On main road and branches owned by company, and to and from other connecting roads,	99,607 10	
U. S. Mails,	4,537 85	
Rents,	36,445 09	
[Express, \$2,199 96 ; tolls, \$687 24 ; miscellaneous, \$996 69,]	3,883 89	
Total income,		218,679 14
Net earnings, after deducting expenses, [and interest, \$67,518 76,]		18,648 78

The above report is respectfully submitted by

THOMAS WHITEMORE,
JAMES CHEEVER,
JOHN J. SWIFT,
JOSEPH GOODHUE,

Directors.

Boston, December 31, 1852.

MASSACHUSETTS. SUFFOLK, ss. *December 31, 1852.* Then the said Thomas Whittemore, J. J. Swift, James Cheever, Jos. Goodhue, personally appeared, and severally made oath that the above return by them subscribed, is true, according to their best knowledge and belief.

Before me,

STEPHEN FAIRBANKS, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
WARE RIVER RAILROAD CORPORATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

In compliance with the statutes of the Commonwealth, the undersigned, Directors of the Ware River Railroad Corporation, respectfully submit their Second Annual Report:

That, since our first report, no progress has been made in the construction of our road, or in procuring means for that purpose. At the date of that report, we had made, with a view to a location, a survey of the two first sections of our road, extending from Palmer to Barre, which were found exceedingly favorable, both as to grades and cost of construction. Since that time, other railroad projects have diverted from us some portion of the resources upon which we have relied. We still hope that the general improvement in business, with the increased interest which is felt in the success of our undertaking, upon the route, will still enable us to complete a road which is so much required by all the interests in its vicinity.

Respectfully submitted,

ARTEMAS LEE.
A. L. DEVENS.
WILLIAM MIXTER.
GEO. H. GILBERT.
JOSEPH HARTWELL.

Ware, December 27, 1852.

HAMPSHIRE, ss. *December 27, 1852.* Then personally appeared, Artemas Lee, Arthur L. Devens, William Mixter, Geo. H. Gilbert, and Joseph Hartwell, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

WILLIAM HYDE, *Justice of the Peace.*

SEVENTEENTH ANNUAL REPORT
OF THE
WESTERN RAILROAD CORPORATION.

*Return of the Western Railroad, under the Act of May 1, 1849, chap. 191.
For the year ending November 30, 1852.*

Capital stock,	\$6,500,000 00
Capital paid in, per last report,	\$5,150,000 00
Total amount of capital stock paid in,	5,150,000 00
Funded debt, per last report,	5,319,520 00
Total present amount of funded debt,	5,319,520 00
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$100,000 ; July, \$100,000 ; August, \$100,000 ; September, \$50,000 ; October, \$; November, \$; December, \$.	

COST OF ROAD AND EQUIPMENT.

Total amount expended for graduation and masonry,	3,464,661 38
Total amount expended for wooden bridges,	231,996 26
Total amount expended for superstructure, including iron,	1,571,902 41
Total amount expended for stations, buildings and fixtures,	357,097 07
Total amount expended for land, land-damages, and fences,	290,070 70
Total amount expended for locomotives,	356,000 00
Total amount expended for passenger and baggage cars,	73,544 55
Total amount expended for merchandise cars,	487,043 42
Total amount expended for engineering,	171,390 63
Total amount expended for agencies, and other expenses,	1,019,157 41
Total cost of Albany and W. S. Railroad,	1,930,895 01
	\$9,953,758 84

CHARACTERISTICS OF ROAD.

Length of road, { [W. R. R. 117 miles 804 ft. A. & W. S. R. R. 38 m. 1,320 ft.] }	{ 155 miles, 2,124 ft.
Length of single main track,	102 miles 1,370 feet.
Length of double main track,	53 " 754 "
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	8½ "
Weight of rail per yard in main road,	56½ and 70 lbs.

Maximum grade, with its length in main road, . . .	83 feet 1½ mile.	
Total rise and fall in main road, . . .	2,085 "	
Shortest radius of curvature, with length of curve in main road, . . .	882 feet, 490 feet long.	
Total degrees of curvature in main road, . . .	6,370 "	
Total length of straight line in main road, . . .	62 miles, 935 feet.	
Aggregate length of wooden truss bridges, . . .	6,092½ feet.	
Number of public ways crossed at grade, . . .	111	
Number of railroads crossed at grade, . . .	2	
Way stations for express trains, . . .	2	
Way stations for accommodation trains, . . .	32	
Flag stations, . . .	3	
Whole number of way stations, . . .	32	
Whole number of flag stations, . . .	3	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	307,241	
Miles run by freight trains, . . .	510,468	
Miles run by other trains, . . .	30,293	
Total miles run, . . .		848,002
Number of passengers carried in the cars, . . .	497,293	
Number of passengers carried one mile, . . .	23,187,053	
Number of tons of merchandise carried in the cars, . . .	268,053	
Number of tons of merchandise carried one mile, . . .	23,724,070	
Number of passengers carried one mile, to and from other roads, . . .	12,685,480	
Number of tons carried one mile, to and from other roads, . . .	16,832,237	
Rate of speed adopted for express passenger trains, including stops, . . .	35 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	37 "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	{ 28, Worcester to Springfield. 22, Springfield to Albany.	
Average rate of speed adopted for freight trains, including stops and detentions, . . .		15 miles.
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, [including repairs of Albany and West Stockbridge Railroad,] . . .	\$99,025 23	
For repairs of wooden bridges, . . .	9,688 92	
For renewals of iron, including laying down, . . .	47,425 00	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	2,848 86	
Total for maintenance of way, . . .		\$158,988 01
MOTIVE POWER AND CARS.		
For repairs of locomotives, . . .	48,208 81	
For repairs of passenger cars, . . .	16,729 72	
For repairs of merchandise cars, . . .	57,659 09	
Total for maintenance of motive power and cars, . . .		122,597 62
Number of engines, . . .	59	
Number of passenger cars, . . .	45	
Number of baggage cars, . . .	16	

Number of merchandise cars,	856	
Number of gravel cars,	20	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, [\$124,068 73 }	\$131,234 78	
Coal, [\$7,166 05 }		
For oil used by cars and engines,	21,787 83	
For waste and other material for cleaning,	2,598 08	
For salaries, wages and incidental expenses, charge- able to passenger department,	147,366 76	
For salaries, wages and incidental expenses, charge- able to freight department,		
For gratuities and damages,	9,958 78	
For taxes,	8,150 18	
For ferries,	15,708 04	
For repairs of station buildings, aqueducts, fixtures, furniture,	13,354 86	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	24,933 23	
Total miscellaneous,		\$375,092 54
Total expenditures for working the road,		\$656,678 17
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1.—On main road, including branches owned by company,	615,480 87	
<i>For freight:—</i>		
1.—On main road and branches owned by com- pany, [\$253,812 54 }	685,062 85	
2.—To and from other connecting roads, [\$431,250 31 }		
U. S. Mails,	22,518 00	
Rents, [and other sources,]	16,811 37	
Total income,		1,339,873 09
Net earnings, after deducting expenses,		\$683,194 92
DIVIDENDS.		
[Interest,]	284,461 20	
6½ per cent. Total,	334,750 00	
Surplus not divided,*	9,291 94	
Surplus last year,	128,121 59	
Total surplus,		137,413 53

* The "surplus not divided," is the balance of earnings, after taking therefrom the amount of the annual contributions to the two sinking funds, (\$50,000,) and \$4,691 78 loss on Pittsfield and North Adams Railroad.

Record of Fatal Accidents on the Western Railroad, for the year ending
30th November, 1852.

February 27.—Edward Murphy, intoxicated, was run over by an engine on Connecticut river bridge, and badly injured—since dead.

May 27.—Miss Ferry, of North Wilbraham, aged 17, while walking on the track at that place, was struck by an engine, and thrown against her father, Hiram Ferry, who accompanied her, with such violence, that both were killed instantly.

June 1.—Matthew Fitzsimmons and Dennis Keefe, laborers, were thrown out near Chester Factories, and run over by a hand car, containing eight persons. They were fatally injured.

Miss Laura A. Hill, of N. Brookfield, aged 24, was run over by an engine and killed, near the Brookfield Station. She evidently designed to commit suicide, as she deliberately placed herself in a position to be run over, after warning a companion to keep out of the way.

June 30.—Albert Knight, conductor on a freight train, fell between the cars and was run over at Springfield. His leg was badly broken. Since dead.

July 5.—G. Starks, an old man, was struck by an engine, at Richmond, while crossing the track in a wagon. He was thrown some distance and killed instantly.

John Crowley, of Lee, fell, while attempting to get on to a train in motion, at Pittsfield, was run over and fatally injured.

August 21.—A man named Gordon, was run over and killed in the night time, near Chester Factories. He was lying in the track with a bottle by his side, and was apparently intoxicated.

September 26.—Michael Foley, laborer, fell from a car near Chester Factories, was run over, and killed instantly.

WILLIAM H. SWIFT,
ROBERT CAMPBELL,
EDWARD AUSTIN,
WHITING GRISWOLD,
JOSIAH STICKNEY,
J. S. C. KNOWLTON,
GEO. H. KUHN,
W. B. SPOONER,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 30, 1852.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY.

Return of the West Stockbridge Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$39,600 00
Increase of capital since last report,	None.
Capital paid in, per last report,	\$39,600 00
Capital paid in, since last report,	None.
Total amount of capital stock paid in,	39,600 00
Funded debt, per last report,	} No debt of any kind.
Funded debt, paid since last report,	
Funded debt, increase of, since last report,	
Total present amount of funded debt,	
Floating debt, per last report,	
Floating debt, paid since last report,	
Floating debt, increase of since last report,	
Total present amount of funded and floating debt,	
COST OF ROAD AND EQUIPMENT.	
Total cost of road and equipment,	41,516 29
CHARACTERISTICS OF ROAD.	
Length of road,	2½ miles.
Length of single main track,	Same.
Length of double main track,	} None.
Length of branches owned by the company, stating whether they have a single or double track.	
Weight of rail per yard in main road,	53 lbs.
Number of public ways crossed at grade,	4
Number of railroads crossed at grade,	None.
Way stations for accommodation trains,	{ No stations except one at each end of the road.
DOINGS DURING THE YEAR.	
Miles run by passenger trains,	4,950
Miles run by freight trains,	2,436
INCOME DURING THE YEAR.	
Rents,	\$1,826 66
Total income,	Same.
Net earnings, after deducting expenses,	1,805 11
DIVIDENDS.	
4½ per cent. Total,	1,782 00
Surplus not divided,	23 11
Surplus last year,	195 03
Total surplus,	\$218 14

The Directors of the West Stockbridge Railroad Corporation, in presenting their Annual Return for the year 1852, would remark, that for the reasons heretofore given in their returns, it is impossible for them to make full returns of all matters required by the Act of 1849. Their road is under lease as before stated, and is kept in repair by the lessees, and this Corporation have no data from which to make the required returns.

HENRY W. TAFT,
WM. JONES,
SEDGWICK S. COLE,
ERASTUS CROCKER,
THOMAS CONE,
Directors.

December 31, 1852.

BERKSHIRE, ss. *January 1, 1853.* Then personally appeared, the above named Henry W. Taft, William Jones, Sedgwick S. Cole, and Erastus Crocker, and made oath that the foregoing and within return, by them signed, is true, according to the best of their knowledge and belief.

Before me, CYRUS H. WOODRUFF, *Justice of the Peace.*

BERKSHIRE, ss. *January 3, 1853.* Then Thomas Cone, above named, made oath to the truth of the foregoing report by him signed.

Before me, GEO. W. KNIFFIN, *Justice of the Peace.*

EIGHTH ANNUAL REPORT
OF THE
WORCESTER AND NASHUA RAILROAD
COMPANY.

Return of the Worcester and Nashua Railroad, under the Act of May 1st, 1849, chap. 191. For the year ending 30th November, 1852.

Capital stock,		\$2,100,000 00
Capital paid in, per last report,	\$1,039,891 67	
Capital paid in, since last report,	94,108 33	
Total amount of capital stock paid in,		1,134,000 00
Funded debt, per last report,	230,000 00	
Funded debt, paid since last report,	58,800 00	
Total present amount of funded debt,		171,200 00
Floating debt, per last report,	32,245 78	
Floating debt, paid since last report,	29,451 99	
Total present amount of floating debt,		2,793 79
Total present amount of funded and floating debt,		173,993 79
Average rate of interest per annum paid during year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, 1852, \$269,730 54; February, \$266,916 24; March, \$232,087 45; April, \$223,854 33; May, \$223,002 95; June, \$180,377 59; July, \$183,731 64; August, \$162,856 53; September, \$172,451 71; October, \$170,451 71; November, \$173,993 79; December, 1851, \$274,273 83.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	453,792 22	
For graduation and masonry, paid during the past year,	7,898 21	
Total amount expended for graduation and masonry,		461,690 43
For wooden bridges, per last report,	12,335 35	
Total amount expended for wooden bridges,		12,335 35
For superstructure, including iron, per last report,	425,093 79	
For superstructure, including iron, paid during the past year,	4,402 08	
Total amount expended for superstructure, including iron,		429,495 87
For stations, buildings and fixtures, per last report,	63,733 55	
For stations, buildings and fixtures, paid during the past year,	5,231 27	
Total amount expended for stations, buildings and fixtures,		68,964 82
For land, land-damages and fences, per last report,	193,912 82	

[Decrease by sales of real estate,]	\$12,874 40	
Total amount expended for land, land-damages and fences,		\$181,038 42
For locomotives, per last report,	51,648 86	
For locomotives, paid during the past year,	7,600 00	
Total amount expended for locomotives,		59,248 86
For passenger and baggage cars, per last report,	17,612 71	
Total amount expended for passenger and baggage cars,		17,612 71
For merchandise cars, per last report,	60,495 81	
Total amount expended for merchandise cars,		60,495 81
For engineering [and other expenses], per last report,	30,938 90	
For engineering, paid during the past year,	124 37	
Total amount expended for engineering,		31,063 27
Total cost of road and equipment,		1,321,945 54

CHARACTERISTICS OF ROAD.

Length of road,	45 69-100 miles.
Length of single main track,	44 93-100 "
Length of double main track,	0 76-100 "
Aggregate length of sidings and other tracks, excepting main tracks and branches,	4 74-100 "
Weight of rail per yard in main road,	57½ lbs.
Maximum grade, with its length in main road,	48 48-100 ft. for 3 44-100 miles, except terminus at Worcester, 52 8-10 per mile for 800 feet, and at Nashua 49 632-1000 feet for 3,100 feet.
Total rise and fall in main road,	1,151 31-100 feet.
Shortest radius of curvature with length of curve in main road,	1,146 feet for 86-100 mile, except curve at Groton Centre and terminus at Worcester.
Total degrees of curvature in main road,	2,110° 47'.
Total length of straight line in main road,	31 miles.
Aggregate length of wooden truss bridges,	559 feet.
Aggregate length of all other wooden bridges,	335 "
Number of public ways crossed at grade,	51
Number of railroads crossed at grade,	3
Whole number of way stations,	13
Whole number of flag stations,	3

DOINGS DURING THE YEAR.

Miles run by passenger trains,	96,351	
Miles run by freight trains,	45,588	
Miles run by other trains,	3,245	
Total miles run,		145,184
Number of passengers carried in the cars,	187,852	
Number of passengers carried one mile,	3,516,459	
Number of tons of merchandise carried in the cars,	79,945	
Number of tons of merchandise carried one mile,	2,284,687	
Number of passengers carried one mile, to and from other roads,	{ No means of ascertaining accurately.	
Number of tons carried one mile, to and from other roads,	{ No means of ascertaining accurately.	
Rate of speed adopted for accommodation trains,	23 miles per hour.	

Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	23 to 30 miles per hour.
Average rate of speed adopted for freight trains, including stops and detentions, . . .	10 " "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . .	2,475,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	3,210,888

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$9,090 19	
For repairs of wooden bridges, . . .	153 25	
For wages of switchmen, average per month, \$. . .	Total, } 2,369 72	
For wages of gate-keepers, average per month, . . .		
For wages of signal men, average per month, . . .		
For wages of watchmen, average per month, . . .		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .		369 03
Total for maintenance of way, . . .		\$11,982 19

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	6,787 65	
For repairs of passenger cars, . . .	2,539 28	
For repairs of merchandise cars, . . .	2,769 80	
For repairs of gravel and other cars, . . .	484 51	
Total for maintenance of motive power and cars, . . .		12,581 24
Number of engines, . . .	8	
Number of passenger cars, . . .	6	
Number of baggage cars, . . .	3	
Number of merchandise cars, . . .	{ 45 8-wheel box, 24 4-wh. box, 24 8-wh. platform, 3 4-wh. platform.	
Number of gravel cars, . . .		20

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, . . .	22,612 53	
For oil used by cars and engines, . . .	1,949 19	
For waste and other material for cleaning, . . .	241 49	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	11,228 68	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	12,067 37	
For gratuities and damages, . . .	157 60	
For taxes and insurance, . . .	1,090 97	
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	702 47	
For interest, . . .	11,379 99	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	8,382 15	
Total miscellaneous, . . .		\$69,812 44
Total expenditures for working the road, . . .		94,375 87

INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1.—On main road, including branches owned by company,	\$88,434 87
<i>For freight :—</i>	
1.—On main road and branches owned by company,	67,211 87
2.—[Express and miscellaneous,]	2,492 12
U. S. Mails,	2,883 98
Rents,	1,086 36
Total income,	\$162,109 20
Earnings, after deducting expenses,	67,733 33
[Deduct bonus paid Fitchburg and Worcester Railroad for five months under compromise of an award giving them extra trains,]	833 33
Net earnings,	66,900 00
DIVIDENDS.	
4½ per cent. Total,	66,325 50
Surplus [of earnings prior to making dividends not applied to debts and surplus of this year,]	10,451 94
Surplus last year,	2,903 78
Total surplus,	13,355 72

No passenger has been injured on this road during the past year. A brakeman, named Ithamar A. Wright, was killed by falling between the cars of the freight train, October 30th, 1852.

ALEX. DEWITT.
GEO. T. RICE.
STEPHEN SALISBURY.
THOS. CHASE.
JACOB FISHER.
SETH W. FOWLE.
ISAAC DAVIS.

WORCESTER, ss. *December 30, 1852.* Then personally appeared, the above named Alexander DeWitt, George T. Rice, Stephen Salisbury, Thomas Chase, Jacob Fisher, Seth W. Fowle, and Isaac Davis, and severally made oath, that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, T. W. HAMMOND, *Justice of the Peace.*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massachusetts and New Hampshire, having examined the foregoing report, believe it to be correct, and approve the same.

A. A. WILLIAMS,
Commissioner for Massachusetts.

ISRAEL HUNT,
Commissioner for New Hampshire.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of the company in Worcester, on the 31st day of December, A. D. 1852, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums of expenditures, made by said company, are applicable to that part of said road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of New Hampshire; and having examined the accounts of said company, we find the total expenditures for construction to the 30th of November, 1852, inclusive, is \$1,321,945 54.

Of which amount of cost of road and equipment, we ap-

portion to the State of Massachusetts, . . .	\$1,205,853 37
And to the State of New Hampshire, . . .	116,092 17
	<hr/>
	\$1,321,945 54

RECEIPTS.

The whole amount of receipts from December 1, 1851, to November 30, 1852, inclusive, was as follows, viz. :

For transportation of passengers, . . .	\$88,434 87
“ “ merchandise, . . .	67,211 87
“ Mail service, . . .	2,883 98
“ Rents, . . .	1,086 36
“ Express, . . .	1,615 39
“ Miscellaneous Receipts, . . .	876 73
	<hr/>
	\$162,109 20

Of which amount we apportion as follows, viz. :

To Massachusetts, . . .	\$138,585 80
To New Hampshire, . . .	23,523 40
	<hr/>
	\$162,109 20

EXPENSES.

Repairs of road, . . .	\$9,090 19
“ “ locomotives, . . .	6,787 65
“ “ passenger and baggage cars, . . .	2,539 28
“ “ merchandise, . . .	2,769 80
“ “ gravel and other, . . .	484 51
“ “ bridges, . . .	153 25
“ “ stations, buildings and fixtures, . . .	702 47

Wages of switchmen and watchmen,	\$2,369 72
Removing snow and ice,	369 03
Fuel,	22,612 53
Oil and tallow,	1,949 19
Waste for cleaning,	241 69
Gratuities and damages,	157 60
Passenger expenses,	11,228 68
Freight "	12,067 37
Taxes and insurance,	1,090 97
General expenses, including salaries, advertising, office, and mail expenses,	8,382 15
Interest on debt,	11,379 99
	<hr/>
	\$94,375 87
Bonus paid Fitchburg and Worcester Railroad Company,	833 33
	<hr/>
	\$95,209 20
Amount of receipts brought forward,	\$162,109 20
" expenses as above,	95,209 20
	<hr/>
Net receipts,	\$66,900 00

The above amount of \$95,209 20, we apportion as follows:—

To Massachusetts,	\$81,393 55
To New Hampshire,	13,815 65
	<hr/>
	\$95,209 20

The whole length of road,	45 69-100 miles.
That part lying in New Hampshire,	6 63-100 "
" " Massachusetts,	39 6-100 "

Said Commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire respectively, agreeable to the act of said State of Massachusetts, creating the Worcester and Nashua Railroad Company, and the act of the State of New Hampshire, uniting the Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

A. A. WILLIAMS,
Commissioner of Massachusetts.

ISRAEL HUNT,
Commissioner for N. Hampshire.

CHAPTER 102.

An Act relating to the Annual Reports from Railroad Corporations.

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :—

SECT. 1. The annual reports now by law required from the directors of the several railroad corporations within this Commonwealth, shall hereafter be by them transmitted to the Secretary of the Commonwealth, on or before the thirty-first day of December in each year. The said Secretary shall, as soon as may be, after receiving the said reports, cause three thousand copies to be printed as document number two of the senate, and shall submit the same to the Legislature at as early a period of its annual session as may be practicable. The Secretary shall also prepare, and cause to be printed with, and attached to the reports, a brief abstract thereof, showing the leading statistics of the several railroads in form, as follows, together with such other information as he may deem useful :—

Name of road.	Capital.	Capital paid in.	Cost.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Nett earnings.	Dividends.	Debt.	Surplus.	Casualties.	
															Fatal.	Not fatal.

SECT. 2. Every railroad corporation, as aforesaid, neglecting to comply with the provisions of the first section of this act, shall forfeit to the use of the Commonwealth, to be recovered by the treasurer thereof, fifty dollars for each and every day's neglect.

SECT. 3. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed. [Approved April 30th, 1851.]

ABSTRACT

NAMES OF ROADS.	Capital.	Capital paid in.	
Agricultural Branch, *	-	-	
Amherst and Belchertown, *	-	-	
Berkshire, .	\$600,000 00	\$600,000 00	\$600
Boston, Barre and Gardner, *	-	-	
Boston and Lowell, .	1,830,000 00	1,830,000 00	1,995
Boston and Maine, .	4,155,700 00	4,076,974 52	4,092
Boston and Providence, .	3,160,000 00	3,160,000 00	3,546
Boston and Worcester, .	4,500,000 00	4,500,000 00	4,845
Cape Cod Branch, .	300,000 00	421,950 00	633
Charles River Branch, .	125,800 00	100,536 86	160
Charles River, * .	-	-	
Cheshire, .	2,250,000 00	2,078,625 00	3,002
Connecticut River, .	1,750,000 00	1,591,110 00	1,801
Dorchester and Milton Branch, .	130,000 00	73,340 00	136
Danvers and Georgetown, *	-	-	
Eastern, .	3,150,000 00	2,850,000 00	3,120
Essex, .	700,000 00	296,257 31	609
Fall River, .	1,200,000 00	1,050,000 00	1,050
Fitchburg, .	3,540,000 00	3,540,000 00	3,633
Fitchburg and Worcester, .	500,000 00	213,128 55	312
Grand Junction Railroad and Depot Co.,	1,200,000 00	793,151 58	1,282
Hartford and New Haven, .	300,000 00	-	
Harvard Branch, .	40,000 00	20,580 00	25
Lexington and West Cambridge, .	200,000 00	121,000 00	237
Lowell and Lawrence, .	200,000 00	200,000 00	346
Marlborough Branch, *	-	-	
Medway Branch, .	35,000 00	32,050 50	33
Midland, * .	-	-	
Millbury and Southbridge, *	-	-	
Nashua and Lowell, .	600,000 00	600,000 00	651
New Bedford and Taunton, .	500,000 00	500,000 00	520
Newburyport, .	300,000 00	131,030 00	255
New London, Willimantic and Palmer, .	1,700,000 00	558,861 23	1,511
Norfolk County, .	1,200,000 00	457,015 00	1,245
Norwich and Worcester, .	2,825,000 00	2,121,100 00	2,596
Old Colony, .	2,100,000 00	1,964,070 00	2,293
Peterborough and Shirley, .	275,000 00	210,800 00	263
Pittsfield and North Adams, .	500,000 00	450,000 00	443
Providence and Bristol, *	-	-	
Providence and Worcester, .	1,457,500 00	1,457,500 00	1,731
Salem and Lowell, .	400,000 00	243,305 00	362
Saugus Branch, *	160,000 00	123,650 00	128
Southbridge and Blackstone, *	-	-	
South Reading Branch, .	400,000 00	209,532 73	236
South Shore, .	600,000 00	259,685 00	428
Stockbridge and Pittsfield, .	448,700 00	448,700 00	448
Stony Brook, .	275,000 00	266,900 00	265
Stoughton Branch, .	85,400 00	85,400 00	93
Taunton Branch, .	250,000 00	250,000 00	307
Troy and Greenfield, .	354,900 00	88,831 02	
Vermont and Massachusetts, .	3,300,000 00	2,240,536 04	3,451
Ware River, * .	-	-	
Western, .	6,500,000 00	5,150,000 00	9,953
West Stockbridge, .	39,600 00	39,600 00	41
Worcester and Nashua, .	2,100,000 00	1,134,000 00	1,321
Total, .	56,236,600 00	46,539,220 34	60,019

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32.	Newburyport, . . .	129
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35.	Norwich and Worcester, . . .	142
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ANNUAL REPORTS

OF THE

RAILROAD CORPORATIONS

IN THE

STATE OF MASSACHUSETTS;

FOR

1853.

TO WHICH IS ADDED

AN ABSTRACT OF SAID RETURNS,

PREPARED BY THE

SECRETARY OF THE COMMONWEALTH.

BOSTON:
WILLIAM WHITE, PRINTER TO THE STATE.
1853.

RAILROAD CORPORATIONS.

SECOND ANNUAL REPORT

OF THE

AGRICULTURAL BRANCH RAILROAD COMP'Y.

Return of the Agricultural Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized by law,]	.	.		\$580,000 00
Increase of capital, since last report,	.	.	-	-
Capital paid in, per last report,	.	.	-	-
Capital paid in, since last report,	.	.	-	-
Total amount of capital stock paid in,	.	.		32,988 00
Funded debt, per last report,	.	.	-	-
Funded debt, paid since last report,	.	.	-	-
Funded debt, increase of, since last report,	.	.	-	-
Total present amount of funded debt,	.	.	-	-
Floating debt, per last report,	.	.	-	-
Floating debt paid since last report, :	.	.	-	-
Floating debt, increase of, since last report,	.	.	\$4,000 00	
Total present amount of floating debt,	.	.	4,000 00	
Total present amount of funded and floating debt,	.	.	-	-
Average rate of interest, per annum, paid during the year,	.	.	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$700; February, \$1,200; March, \$1,200; April, \$1,200; May, \$1,200; June, \$1,225; July, \$1,225; August, \$1,225; September, \$1,225; October, \$1,225; November, \$4,000; December, \$.	.		
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	.	.	-	-
For graduation and masonry, paid during the past year,	.	.	-	-
Total amount expended for graduation and masonry,	.	.	-	-
For wooden bridges, per last report,	.	.	-	-
For wooden bridges, paid during the past year,	.	.	-	-
Total amount expended for wooden bridges,	.	.	-	-
Total amount expended for iron bridges (if any),	.	.	-	-
For superstructure, including iron, per last report,	.	.	-	-
For superstructure, including iron, paid during the past year,	.	.	-	-

Total amount expended for superstructure, including iron,	-	-
For stations, buildings and fixtures, per last report, .	-	-
For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	-
For land, land-damages and fences, per last report, .	-	-
For land, land-damages and fences paid during the past year,	\$7,585 00	
Total amount expended for land, land-damages and fences,		\$7,585 00
For locomotives, per last report,	-	-
For locomotives, paid during the past year,	-	-
Total amount expended for locomotives,	-	-
For passenger and baggage cars, per last report, . .	-	-
For passenger and baggage cars, paid during the past year,	-	-
Total amount expended for passenger and baggage cars,	-	-
For merchandise cars, per last report,	-	-
For merchandise cars, paid during the past year, . .	-	-
Total amount expended for merchandise cars,	-	-
For engineering, per last report,	-	-
For engineering, paid during the past year, [and previous,]	1,935 88	
Total amount expended for engineering,		1,935 88
For agencies and other expenses, per last report, .		
For agencies and other expenses, paid during the past year, [and previous,]	1,289 02	
Total amount expended for agencies, and other expenses,		1,289 02
Total cost of road and equipment,	-	-

Since the First Annual Report, the Directors have caused further surveys, plans and estimates, to be made, and a line has been located from Framingham to Marlborough, but no plan of the location of any part of the line has been filed in the offices of the Clerks of County Commissioners of the counties of Worcester and Middlesex.

On the eighth day of September last the capital stock required by the charter for the first section, extending from Framingham, in the county of Middlesex, through Southborough and Marlborough, to Northborough, in the county of Worcester, having been subscribed by responsible parties, the Directors ordered an assessment of twenty per cent., payable on the twelfth day of October last.

On the fourteenth of said October, the Directors ascertained that said assessment had been paid on the requisite number of shares, and on the fifteenth they filed in the office of the Secretary of the Commonwealth the certificate which, by the charter of the company, they were required to file, before they were authorized to commence the construction of the

first section of said road ; and then proceeded to make a contract for the construction of said first section, to be fully completed on or before the first day of November, eighteen hundred and fifty-four.

The work is now being vigorously prosecuted, and no doubt is entertained that this part of the road will be completed by the time required by the contract.

IVERS PHILLIPS.
DEXTER FAY.
J. S. WETHERBEE.
SULLIVAN FAY.
JOHN WENZELL.
ANSON RICE.
SAMUEL BOYD.
AUGUSTUS MORSE.
CYRUS GALE.

Then personally appeared the above named Ivers Phillips, Dexter Fay, J. S. Wetherbee, Sullivan Fay, John Wenzell, Anson Rice, Samuel Boyd, Augustus Morse and Cyrus Gale, and severally made oath, that the foregoing declarations by them subscribed, are, according to their best knowledge and belief, true.

Before me,

GEO. C. DAVIS, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

AMHERST AND BELCHERTOWN RAILROAD CO.

Return of the Amherst and Belchertown Railroad Company, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$400,000 00
Increase of capital, since last report,	—
Capital paid in, per last report,	—
Capital paid in, since last report,	—
Total amount of capital stock paid in,	185,736 89
Funded debt, per last report,	—
Funded debt, paid since last report,	—
Funded debt, increase of, since last report,	—
Total present amount of funded debt,	60,000 00
Floating debt, per last report,	—
Floating debt, paid since last report,	—
Floating debt, increase of, since last report,	—
Total present amount of floating debt,	19,045 62
Total present amount of funded and floating debt,	79,045 62
Average rate of interest, per annum, paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$. About	\$79,000 00

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	The road was built by contract, embracing all the items contained in brackets, except iron, and including iron, amounts to,	
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		
For wooden bridges, per last report,		
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,	}	
Total amount expended for iron bridges (if any),		
For superstructure, including iron, per last report,		
For superstructure, including iron, paid during the past year,		\$216,785 57
Total amount expended for superstructure, including iron,		
For stations, buildings and fixtures, per last report,		—
For stations, buildings and fixtures, paid during the past year,		—

Total amount expended for stations, buildings and fixtures,	\$8,296 65
For land, land-damages and fences, per last report,	-
For land, land-damages and fences, paid during the past year,	-
Total amount expended for land, land-damages and fences,	21,453 15
For locomotives, per last report,	-
For locomotives, paid during the past year,	-
Total amount expended for locomotives,	-
For passenger and baggage cars, per last report,	-
For passenger and baggage cars, paid during the past year,	-
Total amount expended for passenger and baggage cars,	-
For merchandise cars, per last report,	-
For merchandise cars, paid during the past year,	-
Total amount expended for merchandise cars,	-
For engineering, per last report,	-
For engineering, paid during the past year,	-
Total amount expended for engineering, [exclusive of amount included in contract for construction,]	1,911 06
For agencies and other expenses, per last report,	-
For agencies and other expenses, paid during the past year,	-
Total amount expended for agencies and other expenses,	15,297 32
Total cost of road and equipment, [no equipment—cost of road,]	263,743 79

CHARACTERISTICS OF ROAD.

Length of road, [about]	19 50-100 miles.
Length of single main track,	-
Length of double main track,	-
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, [about]	2,000 feet.
Weight of rail, per yard, in main road,	53 lbs.
Weight of rail, per yard, in branch roads,	-
Specify the different weights per yard,	-
Maximum grade, with its length, in main road,	} 67 feet for about 3-4 of a mile.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	340 feet.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road,	500 ft. radius, 400 ft. long.
Shortest radius of curvature, with length of curve, in branch roads,	-
Total degrees of curvature, in main road,	495°.
Total degrees of curvature, in branch roads,	-
Total length of straight line, in main road,	14 3-8 miles.
Total length of straight line, in branches,	-
Aggregate length of wooden truss bridges,	375 feet.
Aggregate length of all other wooden bridges,	1,100 feet.
Aggregate length of iron bridges,	-
Whole length of road unfenced on both sides,	About 1 mile.
Number of public ways crossed at grade,	17

Number of railroads crossed at grade,	.	.	11
Remarks, [see the end of the report.]	.	.	-
Way stations for express trains,	.	.	No express trains. -
Way stations for accommodation trains,	.	.	2
Flag stations,	.	.	1
Whole number of way stations,	.	.	2
Whole number of flag stations,	.	.	1

The road was opened for use on the 9th day of May last, and was operated by the New London, Willimantic and Palmer Railroad Company, until the 5th day of November, 1853, from which time the road will be operated by said Amherst and Belchertown Railroad Company, on their own account. For the doings of the New London, Willimantic and Palmer Railroad Company, in operating our road, reference may be had to the Report of the said company to the Legislature.

November 5, 1853.

L. SWEETSER,
EDWARD DICKINSON,
JAMES H. CLAPP,
ITH'R CONKEY,

Directors of the Amherst and Belchertown Railroad Co.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. *December 26, 1853.* Then personally appeared L. Sweetser, Edward Dickinson, James H. Clapp, and Ith'r Conkey, above named, and made oath that the foregoing Report by them subscribed, is, to the best of their knowledge, information, and belief, true.

Before me,

E. G. BOWDOIN, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,			\$600,000 00
Increase of capital, since last report,		None.	
Capital paid in, per last report,		\$600,000 00	
Capital paid in, since last report,		None.	
Total amount of capital stock paid in,			600,000 00
Funded debt, per last report,			
Funded debt, paid since last report,			
Funded debt, increase of, since last report,			
Total present amount of funded debt,			
Floating debt, per last report,			
Floating debt, paid since last report,			
Floating debt, increase of, since last report,			
Total present amount of floating debt,			
Total present amount of funded and floating debt,			
Average rate of interest, per annum, paid during the year,			
Maximum amount of debt for each month during the year, viz.:			
January, \$			
February, \$			
March, \$			
April, \$			
May, \$			
June, \$			
July, \$			
August, \$			
September, \$			
October, \$			
November, \$			
December, \$			

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,			
For graduation and masonry, paid during the past year,			
Total amount expended for graduation and masonry,			
For wooden bridges, per last report,			
For wooden bridges, paid during the past year,			
Total amount expended for wooden bridges,			
Total amount expended for iron bridges (if any),			
For superstructure, including iron, per last report,			
For superstructure, including iron, paid during the past year,			
Total amount expended for superstructure, including iron,			500,000 00
For stations, buildings and fixtures, per last report,			
For stations, buildings and fixtures, paid during the past year,			
Total amount expended for stations, buildings and fixtures,			
For land, land-damages and fences, per last report,			
For land, land-damages and fences, paid during the past year,			
Total amount expended for land, land-damages and fences,			

For locomotives, per last report,		
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		\$100,000 00
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	-	-
For engineering, paid during the past year,	-	-
Total amount expended for engineering,	-	-
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,	-	-
Total cost of road and equipment,		600,000 00
CHARACTERISTICS OF ROAD.		
Length of road,	}	21 miles, 11 chains.
Length of single main track,		
Length of double main track,	}	None except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,		
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	}	None.
Weight of rail, per yard, in main road,		
Weight of rail, per yard, in branch roads,	}	56 lbs.
Specify the different weights per yard,		
Maximum grade, with its length, in main road,		40 ft., length 1 mile 16 ch.
Maximum grade, with its length, in branch roads,		-
Total rise and fall in main road,		-
Total rise and fall in branch roads,		-
Shortest radius of curvature, with length of curve, in main road,		872 to 1,090 feet, length
Shortest radius of curvature, with length of curve, in branch roads,		1 mile 2 chains.
Total degrees of curvature, in main road,		-
Total degrees of curvature, in branch roads,		-
Total length of straight line, in main road,		-
Total length of straight line, in branches,		-
Aggregate length of wooden truss bridges,		-
Aggregate length of all other wooden bridges,		-
Aggregate length of iron bridges,		-
Whole length of road unfenced on both sides,		-
Number of public ways crossed at grade,		23
Number of railroads crossed at grade,		None.
Remarks,		-
Way stations for express trains,		No express trains.
Way stations for accommodation trains,		Four.
Flag stations,		Three.
Whole number of way stations,		Four.
Whole number of flag stations,		Three.

DOINGS DURING THE YEAR.		
Miles run by passenger trains,	20,526	
Miles run by freight trains,	20,526	
Miles run by other trains,	1,126	
Total miles run,		42,178
Number of passengers carried in the cars,	45,640	
Number of passengers carried one mile,	827,120	
Number of tons of merchandise carried in the cars,	23,872	
Number of tons of merchandise carried one mile,	393,888	
Number of passengers carried one mile, to and from other roads,	744,048	
Number of tons carried one mile, to and from other roads,	246,974	
Rate of speed adopted for express passenger trains, including stops,	25 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	} 25 miles per hour.	
Rate of speed adopted for accommodation trains,		
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	16 miles.	
Average rate of speed adopted for freight trains, including stops and detentions,	12 miles.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	261,240	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile;	328,320	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Housatonic Company pay all expenses; we keep no accounts.	
For repairs of wooden bridges,		
For renewals of iron, including laying down,		
For wages of switchmen, average per month,		
For wages of gate-keepers, average per month,		
For wages of signal men, average per month,		
For wages of watchmen, average per month,		
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,		

MOTIVE POWER AND CARS.

For repairs of locomotives,	} As above.	
For new locomotives to cover depreciation,		
For repairs of passenger cars,		
For new passenger cars to cover depreciation,		
For repairs of merchandise cars,		
For new merchandise cars to cover depreciation,		
For repairs of gravel and other cars,		
For maintenance of motive power and cars,	} Six.	
Number of engines,		

Number of passenger cars,	Four.	
Number of baggage cars,	-	-
Number of merchandise cars,	80 8-wheeled.	
Number of gravel cars,	-	-
MISCELLANEOUS.		
For fuel used by engines during the year, viz. : .	As above.	
Wood,		
Coal,		
For oil used by cars and engines,		
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, charge- able to passenger department,		
For salaries, wages and incidental expenses, charge- able to freight department,		
For gratuities and damages,		
For taxes and insurance,		
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,		
For interest,		
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		\$560 00
Total miscellaneous,	-	-
Total expenses for working the road,	-	-

INCOME DURING THE YEAR.*For Passengers :—*

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For Freight :—

1. On main road and branches owned by com-
pany,
 2. To and from other connecting roads,
- U. S. Mails,
- Rents,
- Total income,

By terms of lease, 7 per cent. upon capital.

Net earnings, after deducting expenses,

\$42,000

{ Expenses of Co. paid by income from its own stock, funded by Co.

DIVIDENDS.

7 per cent. Total,	\$42,000, payable quarterly.
Surplus not divided,	{ None.
Surplus last year,	
Total surplus,	

ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:						
Roads and bridges,	.	.	.	.	.	} As above.
Buildings,	.	.	.	.	.
Engines and cars,	.	.	.	.	.

U. W. HOPKINS,
CHAS. HUNT,
I. SUMNER,
Directors.

BERKSHIRE, SS. SHEFFIELD, *December 27, 1853.* Then personally appeared the said Charles W. Hopkins, Increase Sumner and Charles Hunt, and made oath to the truth of the foregoing Report, by them signed, according to their best knowledge and belief.

Before me, C. F. ENSIGN, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
BOSTON, BARRE AND GARDNER RAILROAD
COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Boston, Barre and Gardner Railroad Company, respectfully represent, that they have made no advance towards the construction of their road since their Report of last year.

There is a considerable sum subscribed to the stock, and the Directors hope soon to swell the amount to a sum sufficient to enable them to commence the construction of their road.

JOHN BROOKS.
SAMUEL DAVIS.
HORATIO N. TOWER.
F. H. KINNICUTT.
JOAB S. HOLT.
GEO. T. RICE.
W. A. WHEELER.
D. S. MESSINGER.

WORCESTER, ss. *November* 19, 1853. Then appeared the above named John Brooks, Samuel Davis, Horatio N. Tower, F. H. Kinnicutt, Joab S. Holt, Geo. T. Rice, W. A. Wheeler, and D. S. Messinger, and made oath that the above return by them subscribed is true, to the best of their knowledge and belief.

Before me,

JOHN A. DANA, *Justice of the Peace.*

TWENTY-THIRD ANNUAL REPORT

OF THE

BOSTON & LOWELL RAILROAD CORPORATION.

Return of the Boston and Lowell Railroad, under the Act of May 1. 1849, chap. 191.

Capital stock,		\$1,830,000 00
Increase of capital, since last report,	Nothing.	
Capital paid in, per last report,	\$1,830,000 00	
Capital paid in, since last report,	Nothing.	
Total amount of capital stock paid in,		1,830,000 00
Funded debt, per last report,	None.	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	39,500 00	
Total present amount of funded debt,		39,500 00
Floating debt, per last report,	66,135 00	
Floating debt, paid since last report,	—	—
Floating debt, increase of, since last report,	100,555 00	
Total present amount of floating debt,		166,690 00
Total present amount of funded and floating debt,		206,190 00
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$105,000; February, \$120,000; March, \$105,000; April, \$105,000; May, \$105,000; June, \$105,000; July, \$115,000; Aug., \$166,000; September, \$175,000; October, \$205,500; November, \$205,500; December, \$209,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	383,708 51	
For graduation and masonry, paid during the past year,	18,650 04	
Total amount expended for graduation and masonry,		402,358 55
For wooden bridges, per last report,	41,507 66	
For wooden bridges, paid during the past year,	3,928 90	
Total amount expended for wooden bridges,		45,436 56
Total amount expended for iron bridges, (if any),	None.	
For superstructure, including iron, per last report,	330,615 48	
For superstructure, including iron, paid during the past year,	12,150 00	
Total amount expended for superstructure, including iron,		342,765 48
For stations, buildings and fixtures, per last report,	806,702 60	
For stations, buildings and fixtures, paid during the past year,	5,640 26	
Total amount expended for stations, buildings and fixtures,		812,342 86

For land, land-damages and fences, per last report, .	\$ 215,665 73	
For land, land-damages and fences, paid during the past year, .	179 93	
Total amount expended for land, land-damages and fences, .		\$215,845 66
For locomotives, per last report, .	84,801 76	
For locomotives, paid during the past year, .	8,000 00	
Total amount expended for locomotives, .		92,801 76
For passenger and baggage cars, per last report, .	34,204 75	
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .		34,204 75
For merchandise cars, per last report, .	56,338 85	
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .		56,338 85
For engineering, per last report, .	41,703 68	
For engineering, paid during the past year, .	738 00	
Total amount expended for engineering, .		42,441 68
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .	-	-
Total cost of road and equipment,		\$2,044,536 15

CHARACTERISTICS OF ROAD.

Length of road,	25½ miles and 59 71-100 ft.
Length of single main track,	None.
Length of double main track,	25½ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, .	{ 1 3-4 miles and 58 53-100 feet—single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	15 23-100 miles.
Weight of rail, per yard, in main road,	{ 38½, 56 lbs pr yd ; 11½, 63 do ; 1½, 60 do.
Weight of rail, per yard, in branch roads,	56 lbs. per yard.
Specify the different weights per yard,	As above.
Maximum grade, with its length, in main road, [except 1,500 feet of 30 feet per mile grade rising from the depot, at Lowell,]	{ 10 ft. per mile for 6 23-100 miles.
Maximum grade, with its length, in branch roads,	54 ft. per mile for 5,000 ft.
Total rise and fall in main road,	189 93-100 feet.
Total rise and fall in branch roads,	73 54-100 "
Shortest radius of curvature, with length of curve, in main road, [except about 900 feet of 1,200 feet radius, at the depot, at Lowell,]	{ 2,800 feet radius, 1,694½ feet long.
Shortest radius of curvature, with length of curve, in branch roads, [except two short curves of 500 and 900 feet radius at Woburn depot,]	{ 1,975 feet radius, 662 feet long.
Total degrees of curvature, in main road,	665° 1' 42'.
Total degrees of curvature, in branch roads,	107° 40'.
Total length of straight line, in main road,	18 1-4 miles 824 feet.
Total length of straight line, in branches,	1 1-4 " 491 "
Aggregate length of wooden truss bridges,	Nothing.
Aggregate length of all other wooden bridges,	2,397 feet.
Aggregate length of iron bridges,	Nothing.

Whole length of road unfenced on both sides, . . .	Nothing.	[branch do.
Number of public ways crossed at grade, . . .	13—11	[on main road 2 on
Number of railroads crossed at grade, . . .	2	
Remarks,	—	—
Way stations for express trains, . . .	None.	
Way stations for accommodation trains, . . .	9	
Flag stations,	12	
Whole number of way stations, . . .	As above.	
Whole number of flag stations, . . .	As above.	

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	164,697	
Miles run by freight trains, . . .	79,359	
Miles run by other trains, . . .	31,625	
Total miles run,		275,681
Number of passengers carried in the cars, . . .	657,391	
Number of passengers carried one mile, . . .	9,576,208	
Number of tons of merchandise carried in the cars, . . .	342,629	
Number of tons of merchandise carried one mile, . . .	7,542,574	
Number of passengers carried one mile, to and from other roads,	1,993,055	
Number of tons carried one mile to and from other roads,	4,222,316	
Rate of speed adopted for express passenger trains, including stops,	34	66-100 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	34	1-10 miles. “
Rate of speed adopted for accommodation trains, . . .	26	miles. “
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25	29-100 miles. “
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20	miles. “
Average rate of speed adopted for freight trains, including stops and detentions, . . .	12	“ “
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	6,370,430	tons.
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	9,620,420	tons.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$31,603	87
For repairs of wooden bridges,	4,438	37
For renewals of iron, including laying down, . . .	17,113	42
For wages of switchmen, average per month, \$35, . . .		
For wages of gate-keepers, average per month, \$30, . . .		
For wages of signal men, average per month, \$30, . . .		
For wages of watchmen, average per month, \$33, . . .	5,814	88
Number of men employed, exclusive of those engaged in construction,	305	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	303	35
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	1,455	01
Total for maintenance of way,		\$60,728 90

MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$34,723 58	
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	11,862 90	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	7,728 56	
For new merchandise cars to cover depreciation,	3,041 60	
For repairs of gravel and other cars,	3 75	
Total for maintenance of motive power and cars,		\$57,360 39
Number of engines,	22	
Number of passenger cars, [22 eight-wheel cars,]	44 four-wheel.	
Number of baggage cars, [3 eight-wheel, 6 four-wheel, 2 six-wheel,]	15 "	
Number of merchandise cars,	260	
Number of gravel cars,	48	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	\$51,053 73	
Wood, [work on water, \$677 72,]	-	-
Coal,	-	-
For oil used by cars and engines,	3,122 38	
For waste and other material for cleaning, [included in repairs of engines,]	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	23,276 81	
For salaries, wages and incidental expenses, chargeable to freight department,	47,197 14	
For gratuities and damages,	8,931 24	
For taxes and insurance,	3,960 96	
For ferries,	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,	36,187 79	
For interest,	3,632 42	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	25,049 89	
Total miscellaneous,		202,412 36
Total expenditures for working the road,		\$320,501 65

INCOME DURING THE YEAR.		
<i>For Passengers :—</i>		
1. On main road, including branches owned by company,	} See note.	137,808 58
2. To and from other roads, specifying what,		35,073 43 —172,882 01
<i>For Freight :—</i>		
1. On main road and branches owned by company,	} See note.	124,838 57
2. To and from other connecting roads,		127,735 34

United States mails,	\$2,618 11	
Rents, [and miscellaneous,]	6,525 96	
		\$261,717 98
Total income,		\$434,599 99
Net earnings, after deducting expenses,		114,098 34
DIVIDENDS.		
6 per cent. Total,		109,800 00
Surplus not divided,	4,298 34	
Surplus last year,	150,344 03	
Total surplus,		154,642 37
[From which is to be deducted the dividend of 3 per cent., payable January 2d,]		54,900 00
		\$99,742 37
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Roads and bridges,	Nothing.	
Buildings,	Nothing	
Engines and cars,	Nothing.	

ACCIDENTS.

The following "fatal accidents and serious injuries," have occurred on the Boston and Lowell Railroad, during the year ending November 30th, 1853 :—

February.—A man named Luke M. Bryant, was instantly killed, while walking on the track, near the Fitchburg Railroad crossing, at 7½ A. M., by the first train from Boston to Lowell.

August 3.—A man named Reuben Beard, was run over and killed by the train from Lowell, at 7 o'clock, P. M. He was intoxicated, and was lying on the track, on a curve, near Woburn station, at the time.

August 20.—A man named Patrick Flemming, in attempting to cross the track in East Cambridge, was struck by the 2 P. M. train from Lowell, and died in a few minutes after. No blame attached to the agents of the company.

In each of the above cases no blame was found by the Coroner's Juries to attach to the Railroad Company.

NOTE.

The receipts from the business of the road for the past year, have been as follows :—

FROM PASSENGERS.

Boston and Lowell Railroad,	\$137,808 58
In connection with Nashua Railroad,	14,612 52
" " " Concord Railroad,	7,134 41
" " " Northern Railroad,	
" " " Boston, Concord and Montreal Railroad,	

In connection with	Vermont Central Railroad,	.	.	.	.	\$5,589 47
"	"	"	Passumpsic Railroad,	.	.	2,568 94
"	"	"	Claremont Railroad,	.	.	173 97
"	"	"	Contoocook Railroad,	.	.	347 74
"	"	"	New Hampshire Central Railroad,	.	.	64 42
"	"	"	Merrimack and Connecticut Rivers Railroad,	.	.	503 64
						<hr/> \$172,882 01

FROM FREIGHT.

Boston and Lowell Railroad,	.	.	.	.	.	\$124,838 57
In connection with	Nashua Railroad,	.	.	.	.	18,899 77
"	"	"	Concord Railroad,	.	.	31,717 01
"	"	"	Northern Railroad,	.	.	10,070 44
"	"	"	Boston, Concord and Montreal Railroad,	.	.	3,424 38
"	"	"	Vermont Central Railroad,	.	.	39,061 67
"	"	"	Passumpsic Railroad,	.	.	13,166 58
"	"	"	Claremont Railroad,	.	.	117 20
"	"	"	Contoocook Railroad,	.	.	336 41
"	"	"	Stony Brook Railroad,	.	.	2,399 03
"	"	"	Wilton Railroad,	.	.	6,858 05
"	"	"	New Hampshire Central Railroad,	.	.	4 55
"	"	"	Merrimack and Connecticut Rivers Railroad,	.	.	1,680 25
Mails, expresses, &c. &c.,	.	.	.	.	.	9,144 07
						<hr/> \$261,717 98

Total amount of receipts, \$434,599 99

All which is respectfully submitted,

GEO. W. LYMAN,
EBEN CHADWICK,
WM. STURGIS,
G. H. SHAW,
ISAAC HINCKLEY,
Directors.

Boston, November 30, 1853.

SUFFOLK, ss. *December 30, 1853.* Then personally appeared the
aforenamed Geo. W. Lyman, William Sturgis, E. Chadwick, and G. H.
Shaw, and severally made oath that the foregoing declarations, by them
subscribed, are, according to their best knowledge and belief, true.

Before me, J. THOS. STEVENSON, *Justice of the Peace.*

MIDDLESEX, ss. *December 30, 1853.* Then personally appeared the
aforenamed Isaac Hinckley, and made oath that the foregoing declarations,
by him subscribed, are, according to his best knowledge and belief, true.

Before me, SEWALL G. MACK, *Justice of the Peace.*

NINETEENTH ANNUAL REPORT
OF THE
BOSTON AND MAINE RAILROAD COMPANY.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock (41,557 shares),	\$4,155,700 00
Increase of Capital, since last report,	Nothing.
Capital paid in, per last report,	\$4,076,974 52
Capital paid in, since last report,	Nothing.
Total amount of Capital Stock paid in,	4,076,974 52
Funded debt, per last report,	150,000 00
Funded debt, paid since last report,	Nothing.
Funded debt, increase of, since last report,	Nothing.
Total present amount of funded debt,	150,000 00
Floating debt, per last report,	Nothing.
Floating debt, paid since last report,	Nothing.
Floating debt, increase of, since last report,	Nothing.
Total present amount of floating debt,	Nothing.
Total present amount of funded and floating debt,	150,000 funded.
Average rate of interest per annum, paid during the year,	5 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$	150,000 00 funded.
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	882,027 40
For graduation and masonry, paid during the past year,	\$40 00
Total amount expended for graduation and masonry,	882,067 40
For wooden bridges, per last report,	371,468 55
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	371,468 55
Total amount expended for iron bridges, (if any),	None.
For superstructure, including iron, per last report,	984,523 89
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	984,523 89
For stations, buildings, and fixtures, per last report,	519,517 44
For stations, buildings, and fixtures paid during the past year,	1,205 34
Total amount expended for stations, buildings and fixtures,	520,722 78

For land, land-damages and fences, per last report,	\$743,194 36	
For land sold during the past year,	3,479 10	
Total amount expended for land, land-damages and fences,		\$739,715 26
For locomotives, per last report,	138,500 00	
For locomotives paid during the past year,	21,600 00	
Total amount expended for locomotives,		160,100 00
For passenger and baggage cars, per last report,	61,186 00	
For passenger and baggage cars paid during the past year,	2,871 00	
Total amount expended for passenger and baggage cars,		64,057 00
For merchandise cars, per last report,	120,120 00	
For merchandise cars during the past year, [charged off more than paid,]	3,818 00	
Total amount expended for merchandise cars,		116,302 00
For engineering, per last report,	} Included in agencies, etc.	
For engineering, paid during the past year,		
Total amount expended for engineering,		
For agencies and other expenses, per last report,	\$272,388 94	
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies, and other expenses,		\$272,388 94
Total cost of road and equipment,		\$4,111,345 82

CHARACTERISTICS OF ROAD.

Length of road,	74 26-100 miles.
Length of single main track,	46 47-100 "
Length of double main track,	27 79-100 "
Length of branches owned by the Company, stating whether they have a single or double track,	} 1 4-100 miles double, in all, 8 79-100 miles.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	19 54-100 miles.
Weight of rail, per yard, in main road,	{ Nearly 3 miles, 48 lbs., balance 56 and 60.
Weight of rail, per yard, in branch roads,	48 to 60 lbs.
Specify the different weights per yard,	48, 56, 60 lbs.
Maximum grade, with its length, in main road,	47½ ft per mile for $\frac{77}{100}$ ms.
Maximum grade, with its length, in branch roads,	36 ft. for 1 41-100 miles.
Total rise and fall in main road,	1,498 feet.
Total rise and fall in branch roads,	146 feet.
Shortest radius of curvature, with length of curve, in main road,	1,050 ft. radius, l'gth 1,150 ft.
Shortest radius of curvature, with length of curve, in branch roads,	1,000 " " " " "
Total degrees of curvature, in main road,	1,988°.
Total degrees of curvature, in branch roads,	456 3-4°.
Total length of straight line, in main road,	49 73-100 miles.
Total length of straight line, in branches,	5 81-100 miles.
Aggregate length of wooden truss bridges,	2,612 feet.
Aggregate length of all other wooden bridges,	7,007 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	2 61-100 miles.
Number of public ways crossed at grade,	92
Number of railroads crossed at grade,	3
Remarks,	None.

Way stations for express trains,	3
Way stations for accommodation trains,	15
Flag stations,	18
Whole number of way stations,	18
Whole number of flag stations,	18

DOINGS DURING THE YEAR.

Miles run by passenger trains,	379,019	
Miles run by freight trains,	114,637	
Miles run by other trains,	22,672	
Total miles run,		516,328
Number of passengers carried in the cars,	1,820,752	
Number of passengers carried one mile,	27,426,685	
Number of tons of merchandise carried in the cars,	251,327 ⁵¹² ₂₀₀₀	
Number of tons of merchandise carried one mile,	8,066,170	
Number of passengers carried one mile, to and from other roads,	10,777,061	
Number of tons carried one mile, to and from other roads,	2,856,447 ⁹⁷² ₂₀₀₀	
Rate of speed adopted for express passenger trains, including stops,	36 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	34 " " "	
Rate of speed adopted for accommodation trains,	24 " " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 " " "	
Average rate of speed actually attained by special trains, including stops and detentions,	20 " " "	
Average rate of speed adopted for freight trains, including stops and detentions,	11 " " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	9,437,586	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	12,966,884	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$65,029 97	
For repairs of wooden bridges,	2,592 44	
For renewals of iron, including laying down,	21,475 36	
For wages of switchmen, average per month, \$	5,496 33	
For wages of gate-keepers, average per month, \$	2,284 18	
For wages of signal-men, average per month, \$	1,357 64	
For wages of watchmen, average per month, \$	5,936 77	
Number of men employed, exclusive of those engaged in construction,	521	
For removing ice and snow, (this item to include all labor, tools, repairs and extra steam-power used,)	140 31	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	5,185 27	
Total for maintenance of way,		\$109,498 27

MOTIVE POWER AND CARS.

For repairs of locomotives,	28,845 40	
For new locomotives, to cover depreciation,	-	-
For repairs of passenger cars,	12,230 94	
For new passenger cars, to cover depreciation,	-	-

For repairs of merchandise cars,	\$4,767 17	
For new merchandise cars, to cover depreciation,	-	-
For repairs of gravel and other cars,	42 15	
Total for maintenance of motive power and cars,		\$45,885 66
Number of engines,	28	
Number of passenger cars,	35	
Number of baggage cars,	13	
Number of merchandise cars,	542	
Number of gravel cars,	43	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	81,031 55	
[Water and] Wood, \$81,031 55.		
Coal,	-	-
For oil used by cars and engines,	6,759 83	
For waste and other material for cleaning,	1,639 55	
For salaries, wages and incidental expenses, charge- able to passenger department,	54,567 20	
For salaries, wages and incidental expenses, charge- able to freight department,	43,677 41	
For gratuities and damages,	4,657 61	
For taxes and insurance,	12,536 43	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	8,888 27	
For interest,	-	-
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	15,523 95	
Total miscellaneous,		229,281 80
Total expenditures for working the road,		\$384,665 73
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	322,468 04	
2. To and from other roads, specifying what, [see account annexed, marked *],	170,131 55	
<i>For Freight:—</i>		
1. On main road and branches owned by com- pany,	203,090 51	
2. To and from other connecting roads, [see ac- count annexed, marked *],	73,597 73	
U. S. Mails,	6,986 66	
Rents,	9,000 02	
Total income, [interest and P. S. & P. Railroad surplus,]	17,749 63—	803,024 14
Net earnings, after deducting expenses,		\$418,358 41

* See note on next page.

DIVIDENDS.			
8 per cent. Total [on 41,557 shares],	.	.	\$332,456 00
Surplus not divided,	.	.	54,878 78
Surplus last year,	.	.	117,924 79
Total surplus,	.	.	172,803 57
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:			
Road and bridges [and iron rails charged off],	.	.	25,733 67
Buildings,	.	.	-
Engines and cars [charged off],	.	.	6,030 76
			31,764 43
[Net earnings after deducting depreciation],	.	.	\$386,593 98

* INCOME TO AND FROM OTHER ROADS.

	Passengers.	Freight.
Portland, Saco and Portsmouth Railroad,	\$92,716 47	-
Saugus Branch,	7,527 32	-
South Reading Branch,	9,605 88	\$3,765 41
Salem and Lowell,	13,557 38	3,072 52
New Hampshire Central,	151 49	1,087 29
Concord and Claremont,	201 37	1,124 72
Connecticut and Passumpsic Rivers,	541 15	9 80
Coheco,	7,387 47	7,966 33
Great Falls and Conway,	6,045 48	5,116 19
Portsmouth and Concord,	2,940 50	10 38
Manchester and Lawrence,	10,548 58	13,325 47
Concord,	3,822 78	3,343 16
Contoocook Valley,	363 61	1,130 64
Boston, Concord and Montreal,	3,561 99	11,458 05
Vermont Central,	829 40	14,074 07
Newburyport,	8,945 57	5,059 21
Northern,	582 47	20 62
Merrimack and Connecticut Rivers,	802 64	2,812 09
Grand Junction,	-	221 78
	\$170,131 55	\$73,597 73

FATAL ACCIDENTS.

January 6.—A son of President Pierce, between eleven and twelve years of age, was instantly killed by the accident at Andover, caused by the breaking of one of the axles of a passenger car. Mr. Samuel Newell and Mr. Ebenezer Bailey were severely injured, and died soon after.

April 11.—John N. Vermouth, brakeman on a freight train, was killed by coming in contact with a bridge at Andover, while standing on the top of a car.

April 28.—Samuel G. Woodbridge, aged 84 years, was killed at Reading depot, by the Lawrence passenger train, which was just stopping. He was attempting to cross the track.

May 9.—A man by the name of Day, a carpenter, was passing over the railroad bridge at Lawrence; he was struck by an engine in the back, and

seriously injured, but no bones were broken. He has since died. He was struck by an engine belonging to the Lowell and Lawrence Railroad Company.

June 25.—Capt. Winthrop Richardson, of Melrose, while attempting to cross the track, near the Stoneham station, was struck by the engine attached to the Northern inward express train. He was instantly killed. Age, 48 years.

June 28.—L. S. Brown was killed at the Causeway Street crossing, in Boston. He was riding in company with two others. The horse becoming unmanageable, dashed open the gate. Brown was struck by the outward Medford train. The two persons with him were not much injured.

July 22.—L. D. Hodgdon fell from a car while the train was in motion, and three cars passed over him, severing one leg almost entirely. He was near P. and C. junction at time of accident, and was carried to Newmarket. He died same evening.

October 21.—Michael Murphy, while attempting to get off the Northern express train, as it left the depot at North Lawrence, fell under the car and was killed.

JAMES HAYWARD,
SAM'L BATCHELDER,
GEO. H. KUHN,
WILLIAM J. WALKER,
JOHN AIKEN,
G. W. KITTREDGE,
SOUTHWORTH SHAW,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 22, 1853.*—Then personally appeared the above-named James Hayward, Sam'l Batchelder, Geo. H. Kuhn and William J. Walker, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief.

Before me, HORACE B. WILBUR, *Justice of the Peace.*

SUFFOLK, ss. *December 23, 1853.*—Sworn to by John Aiken.

“ “ “ 24, 1853.—Sworn to by G. W. Kittredge.

“ “ “ 24, 1853.—Sworn to by Southworth Shaw.

Before me, HORACE B. WILBUR, *Justice of the Peace.*

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,
Commissioner for Massachusetts.

GREENLEAF CLARKE,
Commissioner for New Hampshire.

Commissioner for Maine.

FIRST ANNUAL REPORT

OF THE

BOSTON AND NEW YORK CENTRAL RAILROAD
COMPANY.

The Boston and New York Central Railroad Company is the successor of the Norfolk County Railroad Company, the Southbridge and Blackstone Railroad Company, and the Midland Railroad Company, which were consolidated into one, by the above name, on the 12th day of December, 1853, agreeably to the provisions of the charters thereof. On that day the state of the consolidated company was as follows :—

Return of the Boston and New York Central Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock,	\$2,700,000 00
Increase of capital since last report,	—
Capital paid in per last report,	—
Capital paid in since last report,	—
Total amount of capital stock paid in,	1,159,228 00
Funded debt, per last report,	—
Funded debt paid since last report,	—
Funded debt, increase of, since last report,	—
Total present amount of funded debt,	700,000 00
Floating debt, per last report,	—
Floating debt paid since last report,	—
Floating debt, increase of, since last report,	—
Total present amount of floating debt,	253,370 38
Total present amount of funded and floating debt,	953,370 38
Average rate of interest per annum paid during the year,	—
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	—
For graduation and masonry paid during the past year,	—
Total amount expended for graduation and masonry,	1,341,429 51

For wooden bridges, per last report, . . .	-	-
For wooden bridges, paid during the past year, . . .	-	-
Total amount expended for wooden bridges, . . .		\$36,967 42
Total amount expended for iron bridges (if any), . . .	-	-
For superstructure, including iron, per last report, . . .	-	-
For superstructure, including iron, paid during the past year, . . .	-	-
Total amount expended for superstructure, including iron, . . .		348,617 63
For stations, buildings and fixtures, per last report, . . .	-	-
For stations, buildings and fixtures, paid during the past year, . . .	-	-
Total amount expended for stations, buildings and fixtures, . . .		15,862 77
For land, land-damages and fences, per last report, . . .	-	-
For land, land-damages and fences, paid during the past year, . . .	-	-
Total amount expended for land, land-damages and fences, . . .		114,843 11
For locomotives, per last report, . . .	-	-
For locomotives paid during the past year, . . .	-	-
Total amount expended for locomotives, . . .		27,364 72
For passenger and baggage cars, per last report, . . .	-	-
For passenger and baggage cars, paid during the past year, . . .	-	-
Total amount expended for passenger and baggage cars, . . .		13,850 00
For merchandise cars, per last report, . . .	-	-
For merchandise cars, paid during the past year, . . .	-	-
Total amount expended for merchandise cars, . . .		30,713 21
For engineering, per last report, . . .	-	-
For engineering, paid during the past year, . . .	-	-
Total amount expended for engineering, . . .		37,813 21
For agencies and other expenses, per last report, . . .	-	-
For agencies and other expenses, paid during the past year, . . .	-	-
Total amount expended for agencies, and other expenses, [including interest coupons,] . . .		253,606 90
Total cost of road and equipment, . . .		\$2,221,068 48

CHARACTERISTICS OF ROAD.

Length of road, . . .	74 1-2 miles.
Length of single main track, . . .	136,100 feet.
Length of double main track, . . .	1,000 "
Length of branches owned by the company, stating whether they have a single or double track, . . .	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	7,974 feet.
Weight of rail per yard in main road, . . .	58 to 63 lbs.
Weight of rail per yard in branch roads, . . .	-
Specify the different weights per yard, . . .	58, 61, 63 lbs.
Maximum grade, with its length in main road, . . .	35 $\frac{876}{1000}$ ft., 6,300 ft. long.
Maximum grade, with its length in branch roads, . . .	-
Total rise and fall in main road, . . .	694 ft (410 ft rise, 284 fall)
Total rise and fall in branch roads, . . .	-
Shortest radius of curvature, with length of curve, in main road, . . .	2° 45', 2084 ft rad, 1500 ft

Shortest radius of curvature, with length of curve, in branch roads,	-	-
Total degrees of curvature in main road,	252°.	
Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,	{ 111,600 ft.,=21 miles, 43 rods, 10 feet.	
Total length of straight line in branches,		-
Aggregate length of wooden truss bridges,	1,575 feet.	
Aggregate length of all other wooden bridges,	-	-
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	14	
Number of railroads crossed at grade,	-	-
Remarks,	-	-
Way stations for express trains,	None.	
Way stations for accommodation trains,	6	
Flag stations,	7	
Whole number of way stations,	16	
Whole number of flag stations,	7	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	67,542	
Miles run by freight trains,	16,276	
Miles run by other trains,	3,428	
Total miles run,		87,246
Number of passengers carried in the cars,	133,549 1-2	
Number of passengers carried one mile,	2,692,705	
Number of tons of merchandise carried in the cars,	34,859 5-10	
Number of tons of merchandise carried one mile,	826,810 5-10	
Number of passengers carried one mile, to and from other roads,	2,450,175	
Number of tons carried one mile to and from other roads,	740,106 1-10	
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	24 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	30 "	
Average rate of speed actually attained by special trains, including stops and detentions,	24 "	
Average rate of speed adopted for freight trains, including stops and detentions,	12 "	
Estimated weight in tons of passenger cars (not including passengers,) hauled one mile,	457,554	
Estimated weight in tons of merchandise cars (not including freight,) hauled one mile,	745,100	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	Charged in construction.	
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$30,	-	-
For wages of gate-keepers, average per month, \$	-	-
For wages of signal men, average per month, \$	-	-
For wages of watchmen, average per month, \$30,	-	-

Number of men employed, exclusive of those engaged in construction,	60	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	-	-
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	-
MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$3,116	90
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	1,649	00
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	940	92
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	100	00
Total for maintenance of motive power and cars,	-	-
Number of engines,	4	
Number of passenger cars,	12	
Number of baggage cars,	5	
Number of merchandise cars,	69	
Number of gravel cars,	26	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:—	8,889	33
Wood,	-	-
Coal,	-	-
For oil used by cars and engines,	838	74
For waste and other material for cleaning, [charged to passenger and freight expense,]	-	-
For salaries, wages, and incidental expenses, chargeable to passenger department,	6,653	48
For salaries, wages, and incidental expenses, chargeable to freight department,	5,366	60
For gratuities and damages,	158	46
For taxes and insurance,	1,582	67
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-
For interest,	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	{ B. & P. RR., \$22,469 58 Medway Br., 1,641 17	
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	\$7,500	92
Total miscellaneous,	-	-
Total expenditure for working the road,		55,100 95
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	7,862	31
2. To and from other roads, specifying what,	43,780 11	—51,638 42

<i>For Freight :—</i>	
1. On main road and branches owned by company,	\$6,286 81
2. To and from other connecting roads, . . .	30,603 18—\$36,889 99
United States mails, [incl ding express,] . . .	1,787 25
Rents,	—
Total income,	90,315 66
Net earnings, after deducting expenses, . . .	\$35,214 71

ACCIDENTS.

No accident has happened during the year in the running of the trains by which any person was injured.

H. N. SLATER, *President*.

EDW'D CRANE.

E. D. AMMIDOWN.

H. M. HOLBROOK.

PHILO SANFORD.

SUFFOLK, ss. *January 4th, 1854.* Then personally appeared the above-named H. N. Slater, Edward Crane, E. D. Ammidown, and Henry M. Holbrook, and severally made oath that the within return, subscribed above, is true, according to their best knowledge and belief.

Before me,

PHILO SANFORD, *Justice of the Peace.*

SUFFOLK, ss. *January 4, 1854.* Then personally appeared the above named Philo Sanford, and made oath that the within return, by him subscribed, is true, according to his best knowledge and belief.

Before me,

SAM. W. BATES, *Justice of the Peace.*

To the Hon. Secretary of State of the Commonwealth of Massachusetts :

The Boston and New York Central Railroad Company is formed by a union of the Midland Railroad Company, the Norfolk County Railroad Company, and the Southbridge and Blackstone Railroad Company, by virtue of the act entitled "*An Act concerning the Norfolk County Railroad Company,*" passed April 30, 1852, chap. 158.

Our company was duly organized on the 12th day of December, 1853, in accordance with the provisions of the above Act. Please to refer to certificate of our clerk, accompanying this.

Very respectfully,

H. N. SLATER, *President*

Boston and New York Central Railroad Co.

Boston, January 4, 1854.

STATE OF MASSACHUSETTS, ss. *Boston, Dec. 29, 1853.* I certify that the Midland Railroad Company, the Norfolk County Railroad Company, and the Southbridge and Blackstone Railroad Company, have, by votes of the directors and stockholders of said companies, legally called for such purpose, merged their corporations and united their stock, under the requirements of law in one corporation, under the name of the Boston and New York Central Railroad Company, four-fifths in number and value of the shares of said companies voting therefor, and that said Boston and New York Central Railroad is fully and duly organized.

I also certify that four-fifths in number and value of the bond-holders of the Norfolk County Railroad Company have, in writing, assented to the union and joinder of stocks as aforesaid.

Attest,

THOMAS E. GRAVES,
Clerk Boston and New York Central R. R. Co.

TWENTY-SECOND ANNUAL REPORT
OF THE
BOSTON AND PROVIDENCE RAILROAD CORPO-
RATION.

*Return of the Boston and Providence Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$3,160,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	\$3,160,000 00	
Capital paid in, since last report,	-	-
Total amount of capital stock paid in,		3,160,000 00
Funded debt, per last report,	390,00 00	
Funded debt, paid since last report,	-	-
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt,		390,000 00
Floating debt, per last report,	-	-
Floating debt paid since last report,	-	-
Floating debt, increase of, since last report,	12,326 50	
Total present amount of floating debt,		12,326 50
Total present amount of funded and floating debt,		402,326 50
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$390,000; February, \$390,000; March, \$390,000; April, \$390,000; May, \$390,000; June, \$390,000; July, \$390,000; August, \$390,000; September, \$390,000; October, \$390,000; November, \$402,326 50; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	775,521 86	
For graduation and masonry, paid during the past year,	-	-
Total amount expended for graduation and masonry,		775,521 86
For wooden bridges, per last report,	116,436 10	
For wooden bridges, paid during the past year,	516 00	
Total amount expended for wooden bridges,		116,952 10
Total amount expended for iron bridges (if any),		9,840 00
For superstructure, including iron, per last report,	653,210 80	
For superstructure, including iron, paid during the past year,	1,267 51	
Total amount expended for superstructure, including iron,		654,478 31

For stations, buildings and fixtures, per last report, .	\$456,250 10	
For stations, buildings and fixtures, paid during the past year, .	26,865 66	
Total amount expended for stations, buildings and fixtures, .		\$483,115 76
For land, land-damages and fences, per last report, .	565,983 10	
For land, land-damages and fences paid during the past year, .	1,459 98	
Total amount expended for land, land-damages and fences, .		567,443 08
For locomotives, per last report, .	98,250 00	
For locomotives, paid during the past year, .	5,050 00	
Total amount expended for locomotives, .		103,300 00
For passenger and baggage cars, per last report, .	40,350 00	
For passenger and baggage cars, paid during the past year, .	3,410 00	
Total amount expended for passenger and baggage cars, .		43,760 00
For merchandise cars, per last report, .	28,255 00	
For merchandise cars, paid during the past year, .	3,445 00	
Total amount expended for merchandise cars, .		31 700 00
For engineering, per last report, .	100,931 22	
For engineering, paid during the past year, .	—	
Total amount expended for engineering, .		100,931 22
For agencies and other expenses, per last report, .	16,562 56	
For agencies and other expenses, paid during the past year, .	100 00	
Total amount expended for agencies, and other expenses, .		16,662 56
[Joint construction with Providence and Worcester Railroad,] .	400,680 82	
[Boston and Providence Railroad in Rhode Island,] .	240,000 00	
[Seekonk Branch Railroad,] .	31,655 70	672,336 52
Total cost of roads and equipment, .		\$3,576,041 41

CHARACTERISTICS OF ROAD.

Length of road, .	43 1-2 miles.
Length of single main track, .	27 3-4 "
Length of double main track, .	15 3-4 "
Length of branches owned by the company, stating whether they have a single or double track, .	12 " single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	6 9-10 "
Weight of rail, per yard, in main road, .	56 to 58 lbs.
Weight of rail, per yard, in branch roads, .	37 1-2 to 58 lbs.
Specify the different weights per yard, .	37 1-2, 56, 58.
Maximum grade, with its length, in main road, .	34½ ft. pr mile—26,700 ft.
Maximum grade, with its length, in branch roads, .	52½ ft. " — 1,509 ft.
Total rise and fall in main road, .	505 41-100 feet.
Total rise and fall in branch roads, .	316 87-100 "
Shortest radius of curvature, with length of curve, in main road, .	1,910 feet—700 feet.
Shortest radius of curvature, with length of curve, in branch roads, .	900 feet—1,500 "
Total degrees of curvature, in main road, .	342° 12-60.
Total degrees of curvature, in branch roads, .	416° 14-60.

Total length of straight line, in main road, . . .	35 5-8 miles.	
Total length of straight line, in branches, . . .	8 37-100 miles.	
Aggregate length of wooden truss bridges, . . .	2,139 1-6 feet.	
Aggregate length of all other wooden bridges, . . .	1,520 "	
Aggregate length of iron bridges, . . .	246 "	
Whole length of road unfenced on both sides, . . .	Whole road fenced.	
Number of public ways crossed at grade, . . .	41	
Number of railroads crossed at grade, . . .	1	
Remarks,	-	-
Way stations for express trains, . . .	1	
Way stations for accommodation trains, . . .	26	
Flag stations,	6	
Whole number of way stations, . . .	26	
Whole number of flag stations, : . . .	6	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	224,562	
Miles run by freight trains, . . .	76,694	
Miles run by other trains, . . .	4,478	
Total miles run, . . .		305,734
Number of passengers carried in the cars, . . .	748,051	
Number of passengers carried one mile, . . .	11,150,038	
Number of tons of merchandise carried in the cars, . . .	142,126	
Number of tons of merchandise carried one mile, . . .	4,712,754	
Number of passengers carried one mile, to and from other roads,	5,050,413	
Number of tons carried one mile, to and from other roads,	1,340,547	
Rate of speed adopted for express passenger trains, including stops,	34½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	34½ " "	
Rate of speed adopted for accommodation trains, . . .	25 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	20 " "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	14 " "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	1,450,000	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	1,200,000	
EXPENDITURES FOR WORKING THE ROAD.		
[For rebuilding South Street Bridge], . . .	\$21,251 45	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	34,198 85	
For repairs of wooden bridges, . . .	1,503 60	
For renewals of iron, including laying down, [beyond value of old iron, re-rolled], . . .	2,952 89	
For wages of switchmen, average per month, \$30 00	Total, } 8,276 31	
For wages of gate-keepers, average per month, 20 83		
For wages of signal men, average per month, 20 83		
For wages of watchmen, average per month, 30 00		
Number of men employed, exclusive of those engaged in construction,	246	

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	\$359 72	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	860 16	
Total for maintenance of way, . . .		\$69,402 98

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	11,353 48	
For new locomotives to cover depreciation, . . .	—	—
For repairs of passenger cars, . . .	7,418 53	
For new passenger cars to cover depreciation, . . .	—	—
For repairs of merchandise cars, . . .	5,069 17	
For new merchandise cars to cover depreciation, . . .	—	—
For repairs of gravel and other cars, . . .	162 50	
Total for maintenance of motive power and cars, . . .		24,003 68
Number of engines, . . .	20	
Number of passenger cars, . . .	31	
Number of baggage cars, . . .	9	
Number of merchandise cars, . . .	105	
Number of gravel cars, . . .	20	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—	—	—
Wood, . . .	61,587 46	
Coal, . . .	1,793 97	
For oil used cars and engines, . . .	3,475 99	
For waste and other material for cleaning, . . .	965 65	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	34,173 05	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	29,414 56	
For gratuities and damages, . . .	2,005 51	
For taxes and insurance, . . .	4,676 67	
For ferries, . . .	—	—
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	6,096 52	
For interest [on bonds,] . . .	30,950 00	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . .	—	—
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	—	—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	13,141 08	
Total miscellaneous, . . .		188,280 46
Total expenditures for working the road, . . .		\$281,687 12

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company, . . .	230,985 27
2. To and from other roads, specifying what, . . .	69,005 48

<i>For Freight :—</i>		
1. On main road and branches owned by company,	\$148,177 68	
2. To and from other connecting roads,	42,469 53	
U. S. Mails,	7,006 00	
Rents, [\$3,518.30; interest, \$4,164.31; dividend, \$3,000,]	10,682 63	
Total income,		\$508,326 59
Net earnings, after deducting expenses,		226,639 47
 DIVIDENDS.		
6 1-2 per cent. Total, [3 and 3 1-2 per cent. on \$3,160,000,]	205,400 00	
Surplus not divided,	21,239 47	
Surplus last year,	47,397 78	
Total surplus,		68,637 25
[Less depreciation on passenger and freight cars,]	11,741 00	
[Less fund for renewal of iron, sleepers and bridges,]	13,268 25	25,009 25
[Total surplus, Nov. 30, 1853,]		\$43,628 00

ACCIDENTS.

1853, *May* 19.—James Smith was killed while walking on the road.

July 18.—Julia Highland, in attempting to get on to the cars while they were in motion, fell, and was badly hurt.

August 22.—John Ryan, a news-boy, in attempting to pass from one car to another, while the train was moving, fell, and was killed.

August 27.—Roger Herring was fatally injured while walking on the track.

C. H. WARREN,
WM. AMORY,
SAM'L T. DANA,
G. R. RUSSELL,
Directors.

Boston, December 31, 1853.

SUFFOLK, ss. BOSTON, *December 31, 1853.* Then the above named C. H. Warren, W. Amory, S. T. Dana and G. R. Russell, made oath, that the foregoing Report, by them subscribed, was true, according to the best of their knowledge and belief.

Before me, E. PICKERING, *Justice of the Peace.*

TWENTY-SECOND ANNUAL REPORT
OF THE
BOSTON AND WORCESTER RAILROAD CORPO-
RATION.

*Return of the Boston and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$4,500,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$4,500,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		4,500,000 00
Funded debt, per last report,	425,000 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		425,000 00
Floating debt, per last report,	115,916 20	
Floating debt, paid since last report,	—	
Floating debt, increase of, since last report,	49,625 57	
Total present amount of floating debt,		165,541 70
Total present amount of funded and floating debt,		590,541 70
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1852, \$629,231 58; January, \$523,339 98; February, \$478,921 99; March, \$504,394 71; April, \$488,439 11; May, \$524,925 62; June, \$666,698 26; July, \$486,103 76; August, \$496,722 22; September, \$515,365 64; October, \$517,701 90; November, \$590,541 70.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	737,376 51	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		737,376 51
For wooden bridges, per last report,	265,102 67	
For wooden bridges, paid during the past year,	None.	
Total amount expended for wooden bridges,		265,102 67
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	1,410,811 06	
For superstructure, including iron, paid during the past year,	None.	
Total amount expended for superstructure, including iron,		1,410,811 06

For stations, buildings and fixtures, per last report, .	\$760,254 88
For stations, buildings and fixtures, paid during the past year, .	None.
Total amount expended for stations, buildings and fixtures, .	\$760,254 88
For land, land-damages and fences, per last report, .	915,643 87
For land, land-damages and fences, paid during the past year, .	None—decreased by sales.
Total amount expended for land, land-damages and fences, .	913,676 66
For locomotives, per last report, .	189,425 23
For locomotives, paid during the past year, .	None.
Total amount expended for locomotives, .	189,425 23
For passenger and baggage cars, per last report, .	86,168 20
For passenger and baggage cars, paid during the past year, [$\frac{44}{288}$ of 32 cars for N. Y. Express line,]	6,754 92
Total amount expended for passenger and baggage cars, .	92,923 12
For merchandise cars, per last report, .	252,425 33
For merchandise cars, paid during the past year, .	None.
Total amount expended for merchandise cars, .	252,425 33
For engineering agencies and other expenses, per last report, .	228,759 24
For engineering agencies and other expenses, paid during the past year, .	None.
Total amount expended for engineering agencies and other expenses, .	228,759 24
Total cost of road and equipment, .	<u>\$4,850,754 70</u>

CHARACTERISTICS OF ROAD.

Length of road, .	44 5-8 miles.
Length of single main track, .	None.
Length of double main track, .	44 5-8 miles.
Length of branches owned by the company, stating whether they have a single or double track, .	24 miles, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	14 " "
Weight of rail, per yard, in main road, .	56, 60, 63, and 66 lbs.
Weight of rail, per yard, in branch roads, .	40 and 46 lbs.
Specify the different weights per yard, .	40, 46, 56, 60, 63, & 66 lbs
Maximum grade, with its length, in main road, .	{ 30 feet for 10 $\frac{1}{4}$ miles, and 37 $\frac{1}{2}$ feet for 1,100 feet.
Maximum grade, with its length, in branch roads, .	{ 37 feet for 1 $\frac{1}{4}$ miles, and 30 feet for 2 $\frac{1}{2}$ miles.
Total rise and fall in main road, .	714 feet.
Total rise and fall in branch roads, .	316 "
Shortest radius of curvature, with length of curve, in main road, .	600 feet for 900 feet.
Shortest radius of curvature, with length of curve, in branch roads, .	541 feet for 1,080 feet.
Total degrees of curvature, in main road, .	1,975°
Total degrees of curvature, in branch roads, .	1,228°
Total length of straight line, in main road, .	25 $\frac{1}{8}$ miles.
Total length of straight line, in branches, .	15 $\frac{1}{8}$ "
Aggregate length of wooden truss bridges, .	350 [in branch.
Aggregate length of all other wooden bridges	3,306 ft in main road, 1,490
Aggregate length of iron bridges, .	None.

Whole length of road unfenced on both sides, . . .	11 miles.
Number of public ways crossed at grade, . . .	43 in m. road and 25 in br's
Number of railroads crossed at grade, . . .	2
Remarks, . . .	B. & Prov., Wor. & Nash.
Way stations for express trains, . . .	1
Way stations for accommodation trains, . . .	17
Flag stations, . . .	9
Whole number of way stations, . . .	26
Whole number of flag stations, . . .	9

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	320,786	
Miles run by freight trains, . . .	178,528	
Miles run by other trains, [gravel,] . . .	14,266	
Total miles run, . . .		513,580
Number of passengers carried in the cars, . . .	1,460,011	
Number of passengers carried one mile, . . .	24,700,512	
Number of tons of merchandise carried in the cars, . . .	309,715	
Number of tons of merchandise carried one mile, . . .	11,577,498	
Number of passengers carried one mile, to and from other roads, . . .	8,374,246	
Number of tons carried one mile, to and from other roads, . . .	8,413,133	
Rate of speed adopted for express passenger trains, including stops, . . .	33 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	33 " "	
Rate of speed adopted for accommodation trains, . . .	25 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	22 " "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	11½ " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	18,588,897	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	16,028,915	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$42,695 08	
For repairs of wooden bridges, . . .	12,339 82	
For renewals of iron, including laying down, . . .	30,127 77	
For wages of switchmen, average per month, \$35 50		Total, } 11,555 00
For wages of gate-keepers, average per month, 00 00		
For wages of signal men, average per month, 22 39		
For wages of watchmen, average per month, 37 18		
Number of men employed, exclusive of those engaged in construction, . . .	517	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	{ Included in road repairs, \$475 34	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	1,401 13	
Total for maintenance of way, . . .		\$98,118 80

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	35,804 47
For new locomotives to cover depreciation, . . .	-

For repairs of passenger cars,	\$12,662 09	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	22,099 84	
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	566 20	
Total for maintenance of motive power and cars,		\$71,132 60
Number of engines,	26	
Number of passenger cars,	100, also $\frac{44}{288}$ of 24.	
Number of baggage cars,	18, also $\frac{44}{288}$ of 8.	
Number of merchandise cars,	640	
Number of gravel cars,	84	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood,	} \$95,958 13	
Coal,		
For oil used by cars and engines,	10,698 54	
For waste and other material for cleaning,	752 90	
For salaries, wages and incidental expenses, charge- able to passenger department,	52,117 88	
For salaries, wages and incidental expenses, charge- able to freight department,	75,329 59	
For gratuities and damages,	6,205 13	
For taxes and insurance,	8,836 08	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	6,931 52	
For interest,	18,402 03	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	29,446 84	
Total miscellaneous,		304,678 64
Total expenditures for working the road,		\$473,930 04
INCOME DURING THE YEAR.		
For Passengers:—		
1. On main road, including branches owned by company,	\$320,961 51	} 481,222 05
2. To and from other roads, speci-		
fying what,	{ Western, 142,648 00	
	{ Nor. & Wor., 12,604 00	
	{ Chas. R. Br., 5,008 54	
For Freight:—		
1. On main road and branches owned by com- pany,	\$155,732 65	} 382,558 51
2. To and from other connecting roads,	226,825 86	
U. S. Mails,	3,540 41	
Rents, [\$9,934 90—Charles River Br., 9,964 00,]	19,898 90	
Total income,		887,219 87
Net earnings, after deducting expenses,		413,289 83

DIVIDENDS.					
7 per cent. Total,	.	.	.	.	\$315,000 00
Surplus not divided,	.	.	.	.	98,289 83
Surplus last year,	.	.	.	.	100,626 73
Total surplus,	.	.	.	.	\$198,916 59
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
[For depreciation of this and former years, not heretofore credited.]					
Road and bridges,	.	.	.	.	-
Buildings,	.	.	.	.	-
Engines,	\$23,075	} To be made good from surplus,	.	.	} 60,075 00
Freight cars,	30,000		.	.	
Passenger cars,	7,000		.	.	
Net surplus,	.	.	.	.	\$138,831 59

In addition to the above, this corporation have run their trains over the Charles River Branch Railroad, for a stipulated price of fifty cents per mile. The number of miles so run—

By passenger trains,	.	.	.	.	18,200
By freight trains,	.	.	.	.	1,080
By other trains,	.	.	.	.	648
Total miles,	.	.	.	.	19,928
For which the receipts, at the above rate, have been,					\$9,964 00

The expenses of running said trains, including fuel, oil, cars, engines and men employed on the trains, and also the income, are included under the various heads in the general statements of expense and income above. No written contract with said branch railroad has been completed and executed.

ACCIDENTS DURING THE YEAR 1853.

December 3, 1852.—The body of Daniel Wickley, a lad of eighteen years, whose parents reside at New Haven, Ct., was found upon the track between Westborough and Grafton, by the first morning freight train; the body had been lifeless for several hours, and was probably run over by a freight train of the previous evening. It appeared, in evidence before the coroner's jury, that he had expressed a wish to die, and it is quite probable that he had voluntarily laid himself upon the rail to be thus killed.

March 9, 1853.—William Callihan, an Irish boy, nine years old, in attempting to get upon a freight train while the train was in motion, fell between the cars, was run over and instantly killed.

March 14th.—Jeremiah Hickey, while walking on the railroad (on Mill-dam) was struck by a passing train and fatally injured.

44 BOSTON AND WORCESTER RAILROAD. [Jan.

May 8th.—John Holmes, while lying upon the track, (supposed to be intoxicated,) was run over by steamboat train and instantly killed.

May 11th.—Daniel Sullivan, while walking on the track under Washington Street bridge, in Boston, was knocked down and fatally injured.

June 24th.—John McLarry, in attempting to jump on the cars when the train was in motion, fell between them and had one leg broken.

July 9th.—Perley Howe, while walking on the track, was run over and instantly killed.

July 18th.—Patrick Byrons, in attempting to get upon the cars after the train had started, fell, and was run over and instantly killed.

August 17th.—Mrs. ———, (name unknown), while crossing the track to save her child, whom she supposed to be in danger, was knocked down and slightly injured.

September 26th.—Martin Beal fell from a platform car, was run over and instantly killed.

November 1st.—Miss Bassett, of Nantucket, in attempting to leave the cars before the train had stopped, fell between the cars and platform, and had one foot so badly crushed that amputation was necessary.

November 8th.—Marcus L. Spencer, a freight train brakeman, while passing under a bridge, was knocked down by contact with the bridge, and instantly killed.

THOS. HOPKINSON,
GEO. MOREY,
DANIEL DENNY,
NATH. HAMMOND,
WILLIAM PARKER,
ISAAC EMERY,
TIMOTHY C. LEEDS,
GEO. BATY BLAKE,
BENJAMIN F. WHITE,

Directors of the Boston and Worcester Railroad Cor.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *December 28, 1853.* Then personally appeared the within named Thomas Hopkinson, George Morey, Daniel Denny, Nathaniel Hammond, William Parker, Isaac Emery, Timothy C. Leeds, George Baty Blake, and Benjamin F. White, and severally made oath that this Report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

HORACE WILLIAMS, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

CAPE COD BRANCH RAILROAD COMPANY.

*Return of the Cape Cod Branch Railroad, under the Act of May 1, 1849, chap. 191,
for the year ending Nov. 30, 1853.*

Capital stock,		\$300,000 00
Increase of capital, since last report,	—	—
Capital paid in, per last report,	\$421,950 00	
Capital paid in, since last report,	—	—
Total amount of capital stock paid in,		421,950 00
Funded debt, per last report,	171,800 00	
Funded debt, paid since last report,	—	—
Funded debt, increase of, since last report, [by vote of stockholders,]	8,200 00	
Total present amount of funded debt,		180,000 00
Floating debt, per last report,	—	—
Floating debt, paid since last report,	—	—
Floating debt, increase of, since last report,	—	—
Total present amount of floating debt,	—	—
Total present amount of funded and floating debt,		180,000 00
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$180,000; February, \$180,- 000; March, \$180,000; April, \$180,000; May, \$180,000; June, \$180,000; July, \$180,000; Aug., \$180,000; September, \$180,000; October, \$180,- 000; November, \$180,000; December, \$180,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	106,116 83	
For graduation and masonry, paid during the past year,	—	—
Total amount expended for graduation and masonry,		106,116 83
For wooden bridges, per last report,	28,673 26	
For wooden bridges, paid during the past year,	—	—
Total amount expended for wooden bridges,		28,673 26
Total amount expended for iron bridges, (if any),	—	—
For superstructure, including iron, per last report,	263,130 94	
For superstructure, including iron, paid during the past year,	—	—
Total amount expended for superstructure, including iron,		263,130 94

For stations, buildings and fixtures, per last report, .	\$36,390 27	
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .		\$36,390 27
For land, land-damages and fences, per last report, .	\$58,093 73	
For land, land-damages and fences, paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .		58,093 73
For locomotives, per last report, .	27,130 83	
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .		27,130 83
For passenger and baggage cars, per last report, .	16,106 45	
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .		16,106 45
For merchandise cars, per last report, .	34,310 04	
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .		34,310 04
For engineering, per last report, .	16,710 41	
For engineering, paid during the past year, .	-	-
Total amount expended for engineering, .		16,710 41
For agencies and other expenses, per last report, .	47,243 85	
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .		47,243 85
Total cost of road and equipment, .		\$633,906 61

CHARACTERISTICS OF ROAD.

Length of road, .	27.8 miles.
Length of single main track, .	27.8 "
Length of double main track, .	-
Length of branches owned by the company, stating whether they have a single or double track, .	1.045 miles, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	1.871 "
Weight of rail, per yard, in main road, .	56 lbs.
Weight of rail, per yard, in branch roads, .	56 "
Specify the different weights per yard, .	56 "
Maximum grade, with its length, in main road, .	40 ft. per mile for 6.53 ms.
Maximum grade, with its length, in branch roads, .	40 ft. for a small distance.
Total rise and fall in main road, .	481.19 feet.
Total rise and fall in branch roads, .	22 "
Shortest radius of curvature, with length of curve, in main road, .	1,953.32 for 2,159.35 feet.
Shortest radius of curvature, with length of curve, in branch roads, .	300 feet for short distance.
Total degrees of curvature, in main road, .	681° 0' 44".
Total degrees of curvature, in branch roads, .	233°
Total length of straight line, in main road, .	18.003 miles.
Total length of straight line, in branches, .	0.213 "
Aggregate length of wooden truss bridges, .	434 feet.
Aggregate length of all other wooden bridges, .	144 "
Aggregate length of iron bridges, .	-

Whole length of road unfenced on both sides,	.	.	22	-	-
Number of public ways crossed at grade,	.	.		-	-
Number of railroads crossed at grade,	.	.		-	-
Remarks,	.	.		-	-
Way stations for express trains,	.	.	10	-	-
Way stations for accommodation trains,	.	.	2		
Flag stations,	.	.	10		
Whole number of way stations,	.	.	2		
Whole number of flag stations,	.	.			
DOINGS DURING THE YEAR.					
Miles run by passenger trains,	.	.	34,806		
Miles run by freight trains,	.	.	17,403		
Miles run by other trains,	.	.	300		
Total miles run,	.	.			52,509
Number of passengers carried in the cars,	.	.	75,170		
Number of passengers carried one mile,	.	.	1,336,950		
Number of tons of merchandise carried in the cars,	.	.	30,599		
Number of tons of merchandise carried one mile,	.	.	334,184		
Number of passengers carried one mile, to and from other roads,	.	.	1,136,589		
Number of tons carried one mile to and from other roads,	.	.	223,971		
Rate of speed adopted for express passenger trains, including stops,	.	.	-		-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	.	.	-		-
Rate of speed adopted for accommodation trains,	.	.	21½ miles per hour.		
Rate of speed actually attained by accommodation trains, including stops and detentions,	.	.	21½ " " "		
Average rate of speed actually attained by special trains, including stops and detentions,	.	.	-		-
Average rate of speed adopted for freight trains, including stops and detentions,	.	.	14 " "		
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	.	.	800,000		
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	.	.	500,000		
EXPENDITURES FOR WORKING THE ROAD.					
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	.	.	\$5,795 28		
For repairs of wooden bridges, [included in repairs of road,]	.	.	-		-
For renewals of iron, including laying down,	.	.	-		-
For wages of switchmen, average per month, \$30,	.	.	360 00	}	\$650 00
For wages of draw-keepers, average per month, \$4½,	.	.	50 00		
For wages of signal men, average per month, \$00,	.	.	0 0		
For wages for watchmen, average per month, \$20,	.	.	240 00		
Number of men employed, exclusive of those engaged in construction,	.	.	48		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	.	.	-		-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, [included in road repairs,]	.	.	-		-
Total for maintenance of way,	.	.			\$6,445 28

MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$2,117 13	
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	1,454 30	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	3,499 64	
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars, [included in merchandise cars,]	-	-
Total for maintenance of motive power and cars,		\$7,071 07
Number of engines,	4	
Number of passenger cars,	7	
Number of baggage cars,	4	
Number of merchandise cars,	38	
Number of gravel cars,	60	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:—		
Wood,	\$6,958 05	
Coal,	-	-
For oil used by cars and engines,	1,130 23	
For waste and other material for cleaning,	200 45	
For salaries, wages and incidental expenses, chargeable to passenger department,	3,909 24	
For salaries, wages and incidental expenses, chargeable to freight department,	3,450 79	
For gratuities and damages,	281 38	
For taxes and insurance,	218 95	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	453 35	
For interest,	10,285 93	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	2,126 10	
Total miscellaneous,		29,014 47
Total expenditures for working the road, [including interest, \$10,285 93,]		\$42,530 82
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company, [including express,]	46,692 89	
2. To and from other roads, specifying what,	-	-
<i>For Freight:—</i>		
1. On main road and branches owned by company,	21,009 06	
2. To and from other connecting roads,	-	-
U. S. Mails,	1,049 94	
Rents,	190 94	
Total income,		68,942 83
Net earnings, after deducting expenses, [and interest,]	26,412 01	

DIVIDENDS.					
6½ per cent. Total,	.	.	.	.	\$20,000 00
Surplus not divided,	.	.	.	.	6,412 01
Surplus last year,	.	.	.	.	36,571 49
Total surplus,	.	.	.	.	\$42,983 50
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	.	.	.	.	} 5,000 00
Buildings,	.	.	.	.
Engines and cars,	.	.	.	.

No passenger or person employed on the road has been injured during the year.

In the foregoing Report nothing is included relating to the extension from Sandwich to Hyannis. The accounts have been kept separate from those of the original company, and the condition of the extension will be reported in full in the next Annual Return. The track is completed to West Barnstable; much of the grading is done below that point; the work is progressing vigorously, and it is anticipated that the whole line will be in operation early in the summer.

J. H. W. PAGE,
 RICHARD BORDEN,
 M. S. LINCOLN,
 NATH'L S. SIMPKINS,
 BENJ'N BURGESS,
 ALEX'R BAXTER,
 MATTHEW STARBUCK,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, *December 23*, 1853. Then said J. H. W. Page, Richard Borden, M. S. Lincoln, Nath'l S. Simpkins, Benjamin Burgess, Alex'r Baxter and Matthew Starbuck, personally appeared and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me, JNO. HARRIS SMITH, *Justice of the Peace.*

ANNUAL REPORTS
OF THE
CHARLES RIVER BRANCH RAILROAD COMPANY,
AND OF THE
CHARLES RIVER RAILROAD COMPANY,
AND THE SAME AS UNITED.

*Return of the Charles River Branch Railroad, and of the Charles River Railroad,
and the same as united, under the Act of May 1, 1849, chap. 191.*

Capital Stock [2,019 shares, or],		\$201,900 00
Increase of Capital, since last report, [761 shares, or]	\$76,100 00	
Capital paid in, per last report,	100,256 86	
Capital paid in, since last report,	23,233 60	
Total amount of Capital Stock paid in,		123,770 46
Funded debt, per last report,	28,900 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	24,600 00	
Total present amount of funded debt,		53,500 00
Floating debt, per last report,	36,323 75	
Floating debt, paid since last report,	None.	
Floating debt, increase of, since last report,	56,536 10	
Total present amount of floating debt,		92,859 85
Total present amount of funded and floating debt,		146,359 85
Average rate of interest per annum, paid during the year,	7 and a fraction.	
Maximum amount of debt for each month during the year, viz.: January, \$64,496; February, \$73,686; March, \$74,826; April, \$90,376; May, \$96,199; June, \$94,832; July, \$93,945; August, \$129,367; September, \$131,032; October, \$137,524; November, \$142,574; December, \$146,360.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	81,294 67	
For graduation and masonry, paid during the past year,	33,787 73	
Total amount expended for graduation and masonry,		115,082 40
For wooden bridges, per last report,	2,142 99	
For wooden bridges, paid during the past year,	3,283 44	
Total amount expended for wooden bridges,		5,426 43
Total amount expended for iron bridges, (if any),	None.	
For superstructure, including iron, per last report,	30,328 63	

For superstructure, including iron, paid during the past year,	\$17,348 88	
Total amount expended for superstructure, including iron,		\$47,677 51
For stations, buildings, and fixtures, per last report,	85 00	
For stations, buildings, and fixtures paid during the past year,	6,743 86	
Total amount expended for stations, buildings and fixtures,		6,828 86
For land, land-damages and fences, per last report,	27,068 55	
For land, land-damages and fences, paid during the past year,	11,049 94	
Total amount expended for land, land-damages and fences,		38,118 49
For locomotives, per last report,		
For locomotives paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	\$3,656 58	
For engineering, paid during the past year,	956 15	
Total amount expended for engineering,		\$4,612 73
For agencies and other expenses, per last report,	16,152 49	
For agencies and other expenses, paid during the past year,	19,909 17	
Total amount expended for agencies, and other expenses,		36,061 66
Total cost of road and equipment,		\$253,808 08

CHARACTERISTICS OF ROAD.

Length of road,	28 miles; that is, 8½ miles completed and 3½ miles under construction, (i. e., 12½ ms. of said Branch R. R. Co.,) with also 16 miles chartered and located of said other companies.
Length of single main track,	8 6-10 miles.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	1,300 feet.
Weight of rail per yard in main road,	50 lbs. per yard.
Weight of rail per yard in branch roads,	—
Specify the different weights per yard,	—
Maximum grade, with its length in main road,	59 ⁶⁶ / ₁₀₀ ft.—14,054 ft. long.
Maximum grade, with its length in branch roads,	—
Total rise and fall in main road,*	231 ⁶⁹ / ₁₀₀ ft. rise, 78 ⁵⁵ / ₁₀₀ ft. fall.

* On the part constructed.

Total rise and fall in branch roads,	-	-
Shortest radius of curvature, with length of curve, in main road,	991 ft. radius, 350 ft. long.	
Shortest radius of curvature, with length of curve, in branch roads,	-	-
Total degrees of curvature in main road,*	366° 28'.	
Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,*	5,482 1000	
Total length of straight line in branches,	-	-
Aggregate length of wooden truss bridges,*	82 feet.	
Aggregate length of all other wooden bridges,*	188 "	
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	One-half mile.	
Number of public ways crossed at grade,*	9 miles.	
Number of railroads crossed at grade,	None.	
Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,*	6	
Flag stations,	-	-
Whole number of way stations,*	6	
Whole number of flag stations,	-	-
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	18,200	
Miles run by freight trains,	1,080	
Miles run by other trains,	648	
Total miles run,		19,928
Number of passengers carried in the cars,	83,959	
Number of passengers carried one mile,	434,700	
Number of tons of merchandise carried in the cars,	6,040	
Number of tons of merchandise carried one mile,	38,054	
Number of passengers carried one mile, to and from other roads,	79,051	
Number of tons carried one mile to and from other roads,	38,054	
Rate of speed adopted for express passenger trains, including stops,	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
Rate of speed adopted for accommodation trains,	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 miles. "	
Average rate of speed actually attained by special trains, including stops and detentions,	None.	
Average rate of speed adopted for freight trains, including stops and detentions,	None.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	940,000	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	54,000	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	{ None but as incidental to construction.	
For repairs of wooden bridges,	None.	
For renewals of iron, including laying down,	None.	
For wages of switchmen, average per month,	None.	

* On the part constructed.

For wages of gate-keepers, average per month, \$8 33	\$100 00	
For wages of signal men, average per month, \$5 00	60 00	
For wages of watchmen, average per month, .	None.	
Number of men employed, exclusive of those engaged in construction,	2	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	None.	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses, [none other,]	-	-
Total for maintenance of way,		\$160 00

MOTIVE POWER AND CARS.

[None by said companies; the running and all the items here suggested being done and provided by the Boston and Worcester Railroad Corporation, by and with their own means, and stated and returned in and by their report or return for the year, which is hereby referred to therefor. The compensation by this company allowed that corporation, for so furnishing and running trains, being fifty cents per mile per train run.]

MISCELLANEOUS.

[In all, for maintenance of motive power and cars, and all things necessary for running the same, so allowed to said Boston and Worcester Railroad Corporation,]	9,964 00	
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-
For interest,	{ See construction account, and prior.	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	See construction account.	
Total miscellaneous,	-	-
Total expenditures for working the road,		\$10,124 00

INCOME DURING THE YEAR.

For Passengers:—		
1. On main road, including branches owned by company,	}	\$8,304 99
2. To and from other roads, specifying what,		
For Freight:—		
1. On main road and branches owned by company,	}	2,682 99
2. To and from other connecting roads,		
United States mails,		None.
Rents,		None.
Total income,		\$10,987 98
Net earnings, after deducting expenses [of running trains,]		\$863 98

DIVIDENDS.					
Per cent.	Total,	.	.	.	None.
Surplus not divided, [above cost of running,]	.	.	.	.	\$863 98
Surplus last year,	.	.	.	.	None.
Total surplus, [above cost of running,]	.	.	.	.	\$863 98
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ. :					
Road and bridges,	.	.	.	.	} None.
Buildings,	.	.	.	.
Engines and cars,	.	.	.	.

No accident or injury to any person carried or employed, or otherwise, in connection with the use of the road, has occurred during the year.

For the Charles River Railroad Company further surveys had been made and the location of the road duly filed, prior to the first day of November last, when that company and the Charles River Branch Railroad Company united their corporations and formed one company, to be known by the name of the Charles River Railroad Company—by a majority in interest of each of said companies that day electing so to do—and doing fully as authorized in and by the sixth section of the Act of incorporation of the said original Charles River Railroad Company.

Further subscription to the capital stock is in progress, and it is intended to proceed further with the construction of the Charles River Railroad beyond Dover at an early day, which, it is confidently expected, will be fully completed within the time provided therefor by law.

JOHN C. LEE,
E. A. RUSSELL,
WM. G. HACKSTAFF,
E. C. HUTCHINS,
JOHN P. JONES,
A. NEWELL,
CHA'S R. ALSOP,

Directors of said Companies, respectively.

December, 1853.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 31, A. D. 1853. Then, personally appeared the above-named John C. Lee, E. A. Russell, Wm. G. Hackstaff, E. C. Hutchins, John P. Jones, A. Newell and Charles R. Alsop, and made oath respectively, that the foregoing return by them subscribed, is true, according to their best knowledge and belief.

Before me, S. F. PLIMPTON, Justice of the Peace.

EIGHTH ANNUAL REPORT
OF THE
CHESHIRE RAILROAD COMPANY.

Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$2,250,000 00
Increase of capital, since last report,	None.
Capital paid in, per last report,	\$2,078,625 00
Capital paid in, since last report,	5,200 00
Total amount of capital stock paid in,	2,083,825 00
Funded debt, per last report,	720,900 00
Funded debt, paid since last report,	None.
Funded debt, increase of, since last report,	34,800 00
Total present amount of funded debt,	755,700 00
Floating debt, per last report,	64,693 26
Floating debt, paid since last report,	None.
Floating debt, increase of, since last report,	46,730 64
Total present amount of floating debt,	111,423 90
Total present amount of funded and floating debt,	867,123 90
Average rate of interest, per annum, paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$786,763 41; February, \$776,093 01; March, \$783,850 79; April, \$798,433 17; May, \$818,562 28; June, \$821,999 57; July, \$831,115 40; August, \$873,740 23; September, \$866,782 70; October, \$861,535 58; November, \$855,275 00; December, \$867,123 90.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	1,489,396 82
For graduation and masonry, paid during the past year,	238 74
Total amount expended for graduation and masonry,	1,489,635 56
For wooden bridges, per last report,	41,490 38
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	41,490 38
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	475,529 16
For superstructure, including iron, [received] during the past year,	2,997 19
Total amount expended for superstructure, including iron,	472,531 97
For stations, buildings and fixtures, per last report,	79,393 20
For stations, buildings and fixtures, paid during the past year,	14,126 60

Total amount expended for stations, buildings and fixtures,		\$93,519 80
For land, land-damages and fences, per last report, .	\$110,468 30	
For land, land-damages and fences, paid during the past year,	2,423 07	
Total amount expended for land, land-damages and fences,		112,891 37
For locomotives, per last report,	112,766 32	
For locomotives, paid during the past year,	9,072 47	
Total amount expended for locomotives,		121,839 39
For passenger and baggage cars, per last report, . .	22,840 36	
For passenger and baggage cars, paid during the past year,	2,131 50	
Total amount expended for passenger and baggage cars,		24,971 86
For merchandise cars, per last report,	71,997 37	
For merchandise cars, paid during the past year, . .	48,105 38	
Total amount expended for merchandise cars,		120,102 75
For engineering, per last report,	46,289 63	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		46,289 63
For agencies and other expenses, per last report, . .	551,922 34	
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies and other expenses,		551,922 34
Total cost of road and equipment,		\$3,075,195 05

CHARACTERISTICS OF ROAD.

Length of road,	53 646 1000 miles.
Length of single main track,	53 646-1000 "
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track, . .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	6 miles.
Weight of rail, per yard, in main road,	60 pounds.
Weight of rail, per yard, in branch roads,	None.
Specify the different weights per yard,	60 pounds.
Maximum grade, with its length, in main road, . .	59,664-1000 ft, 14 9-10 m's
Maximum grade, with its length, in branch roads, .	None.
Total rise and fall in main road,	2,377 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	955 feet, 711 feet long.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	3,152° 18'
Total degrees of curvature, in branch roads, . . .	None.
Total length of straight line, in main road, . . .	31 28-100 miles,
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	1,534 feet.
Aggregate length of all other wooden bridges, . . .	425 "
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides, . . .	All fenced.
Number of public ways crossed at grade,	39
Number of railroads crossed at grade,	None.

Remarks,	None.	
Way stations for express trains,	None.	
Way stations for accommodation trains,	9	
Flag stations,	4	
Whole number of way stations,	9	
Whole number of flag stations,	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	83,342	
Miles run by freight trains,	189,696	
Miles run by other trains,	12,540	
Total miles run,		285,578
Number of passengers carried in the cars,	104,215	
Number of passengers carried one mile,	4,492,813	
Number of tons of merchandise carried in the cars,	151,309	
Number of tons of merchandise carried one mile,	8,748,987	
Number of passengers carried one mile, to and from other roads,	3,695,460	
Number of tons carried one mile, to and from other roads,	7,646,128	
Rate of speed adopted for express passenger trains, including stops,	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
Rate of speed adopted for accommodation trains,	25 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles.	
Average rate of speed actually attained by special trains, including stops and detentions,	27 miles—mail train.	
Average rate of speed adopted for freight trains, including stops and detentions,	10 miles.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	2,491,695	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	12,214,250	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$17,555 88	
For repairs of wooden bridges,	555 71	
For renewals of iron, including laying down,	6,035 54	
For wages of switchmen, average per month, \$26	1,489 76	
For wages of gate-keepers, average per month, \$	—	—
For wages of signal-men, average per month, \$	—	—
For wages of watchmen, average per month, \$25	1,995 39	
Number of men employed, exclusive of those engaged in construction,	176	
For removing ice and snow, (this item to include all labor, tools, repairs and extra steam-power used,)	1,083 00	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	156 05	
Total for maintenance of way,		\$28,871 33
MOTIVE POWER AND CARS.		
For repairs of locomotives,	13,154 96	
For new locomotives, to cover depreciation,	Nothing.	
For repairs of passenger cars,	5,915 97	
For new passenger cars, to cover depreciation,	Nothing.	

For repairs of merchandise cars,	\$6,025 06	
For new merchandise cars, to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	764 38	
Total for maintenance of motive power and cars,		\$25,860 37
Number of engines,	16	
Number of passenger cars,	10 eight-wheel.	
Number of baggage cars,	5 eight-wheel.	
Number of merchandise cars, [191 8-wheel, 14 4-w.]	396 four-wheel.	
Number of gravel cars,	13	
Number of derrick cars,	1	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	30,778 92	
Wood,	—	—
Coal,	None.	
For oil used by cars and engines,	5,682 12	
For waste and other material for cleaning,	1,030 08	
For salaries, wages and incidental expenses, charge- able to passenger department,	11,929 11	
For salaries, wages and incidental expenses, charge- able to freight department,	22,619 40	
For gratuities and damages,	947 97	
For taxes and insurance, [\$989 63 New Hampshire State tax, and assessing the same, \$7,792 34,]	8,781 97	
For ferries,	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,	311 75	
For interest,	—	—
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, [Vermont and Mass. R. R.,]	38,600 00	
For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,183 01	
Total miscellaneous,		130,864 33
Total expenditures for working the road,		\$185,596 03

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company,	21,609 82	
2. To and from other roads, specifying what: Fitchburg, Vermont and Mass., Sullivan, Ver. Central, Rutland and Burlington, Ogdensburg, Conn. and Passumpsic, Saratoga and Wash- ington, Western Ver., Rut'd and Wash., Sar- atoga and Schenectady,	101,401 14	—123,010 96

For Freight:—

1. On main road and branches owned by company,	23,639 83	
2. To and from other connecting roads: Fitch- burg, Ver. and Mass., Sullivan, Vt. Central, Rutland and Burlington, Ogdensburg, Conn. and Passumpsic, Saratoga and Washington, Western Vt., Rut. and Wash., Saratoga and Schenectady,	158,420 18	—182,060 01

U. S. Mails,	\$5,885 75	
Rents, [and miscellaneous,]	4,342 33	
Total income,		\$315,299 05
Net earnings, after deducting expenses,	\$129,703 02	
Surplus per last report,	14,709 18	—144,412 20
DIVIDENDS.		
4 per cent. Total,	84,808 00	
Bond interest and balance of interest account,	49,834 35	—134,642 35
Total surplus,		<u>\$9,769 85</u>

ACCIDENTS.—None during the year.

THOMAS THACHER.
 THOMAS M. EDWARDS.
 E. MURDOCK, JR.
 GEORGE HUNTINGTON.
 S. HALE.

SUFFOLK, ss. *December 31, 1853.* Personally appeared the above-named Thomas Thacher, Thomas M. Edwards, E. Murdock, Jr., George Huntington, and Salma Hale, and made oath that the within return, by them subscribed, was true, according to the best of their knowledge and belief.

Before me,

C. J. EVERETT, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return of the Connecticut River Railroad, under the Act of May 1, 1849, chap. 191.

Capital Stock,	\$1,750,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	\$1,591,110 00
Capital paid in since last report,	None.
Total amount of capital stock paid in,	1,591,110 00
Funded debt, per last report,	193,500 00
Funded debt paid since last report,	-
Funded debt, increase of, since last report,	60,000 00
Total present amount of funded debt,	253,500 00
Floating debt, per last report,	16,800 07
Floating debt paid since last report,	13,936 32
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	2,863 75
Total present amount of funded and floating debt,	256,363 75
Average rate of interest per annum paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: [December, 1852, \$255,300.07;] January, \$249,141.83; February, \$244,141.83; March, \$242,046.01; April, \$245,946.01; May, \$265,946.01; June, \$260,946.01; July, \$248,097.64; August, \$255,097.64; September, \$243,697.64; October, \$256,363.75; November, \$256,363.75; December, \$	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	513,242 93
For graduation and masonry paid during the past year,	Nothing.
Total amount expended for graduation and masonry,	513,242 93
For wooden bridges, per last report,	42,991 94
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	42,991 94
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	545,287 61
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	545,287 61
For stations, buildings and fixtures, per last report,	114,210 81
For stations, buildings and fixtures, paid during the past year,	-

Total amount expended for stations, buildings and fixtures,		\$114,210 81
For land, land-damages and fences, per last report,	\$236,583 68	
For land, land-damages and fences, paid during the past year, [being for payment of old claim, less receipts for property sold,]	398 50	
Total amount expended for land, land-damages and fences,		236,982 18
For locomotives, per last report,	81,982 87	
For locomotives paid during the past year,	-	-
Total amount expended for locomotives,		81,982 87
For passenger and baggage cars, per last report,	23,350 34	
For passenger and baggage cars paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		23,350 34
For merchandise cars, per last report,	82,225 28	
For merchandise cars during the past year,	-	-
Total amount expended for merchandise cars,		82,225 28
For [engineering], agencies and other expenses, per last report,	162,070 80½	
For [engineering], agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for [engineering], agencies, and other expenses, [reduced by property sold,]		161,970 80½
Total cost of road and equipment,		\$1,802,244 76½

CHARACTERISTICS OF ROAD.

Length of road, [length of Ashuelot road leased by company, 23 miles,]	50 miles.
Length of single main track,	50 "
Length of double main track,	None, except for turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	2 ²⁵ / ₁₀₀ miles, single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	43,130 feet.
Weight of rail per yard, in main road,	{ 36 miles, 56 lbs.; balance 61 lbs.
Weight of rail per yard, in branch roads,	56 lbs.
Specify the different weights per yard,	56 lbs., and 61 lbs.
Maximum grade, with its length, in main road,	32 ft. per mile for 6½ ms.
Maximum grade, with its length, in branch roads,	18 " " 1½ "
Total rise and fall in main road,	680 feet.
Total rise and fall in branch roads,	28 "
Shortest radius of curvature, with length of curve, in main road,	882 feet radius, 889 ft. long.
Shortest radius of curvature, with length of curve, in branch roads,	714 " " 1,300 "
Total degrees of curvature, in main road,	1,854°.
Total degrees of curvature, in branch roads,	449°.
Total length of straight line, in main road,	35½ miles.
Total length of straight line, in branches,	1 mile.
Aggregate length of wooden truss bridges,	2,674 feet.
Aggregate length of all other wooden bridges,	250 " pile bridge.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	About two miles.
Number of public ways crossed at grade,	55

Number of railroads crossed at grade,	2	
Remarks,	-	-
Way stations for express trains,	No express trains run.	
Way stations for accommodation trains,	15	
Flag stations,	None.	
Whole number of way stations,	15	
Whole number of flag stations,	None.	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	108,537	
Miles run by freight trains,	71,110	
Miles run by other trains,	12,416	
Total miles run,		192,063
Number of passengers carried in the cars,	337,074	
Number of passengers carried one mile,	4,361,426	
Number of tons of merchandise carried in the cars,	99,920	
Number of tons of merchandise carried one mile,	2,365,864	
Number of passengers carried one mile, to and from other roads,	1,486,511	
Number of tons carried one mile to and from other roads,	-	-
Rate of speed adopted for express passenger trains, including stops,	No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.	
Average rate of speed adopted for freight trains, including stops and detentions,	10 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	} Impossible to estimate with any degree of accuracy.	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,		
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$15,094 15	
For repairs of wooden bridges,	987 92	
For renewals of iron, [laying down included in maintenance of way.],	6,959 75	
For wages of switchmen, average per month, \$26,	Total. }	
For wages of gate-keepers, average per month, \$20,		
For wages of signal men, average per month, \$20,		
For wages of watchmen, average per month, \$30,		
Number of men employed, exclusive of those engaged in construction,	170	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	523 18	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,		\$23,565 00
MOTIVE POWER AND CARS.		
For repairs of locomotives,	14,088 17	
For new locomotives to cover depreciation,	Nothing.	

For repairs of passenger cars,	\$7,657 80	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	5,711 00	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	417 88	
Total for maintenance of motive power and cars,		\$27,874 85
Number of engines,	11	
Number of passenger cars,	13	
Number of baggage cars,	6	
Number of merchandise cars,	284	
Number of gravel cars,	22	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	—	—
Wood,	20,009 10	
Coal,	No coal used by engines.	
For oil used by cars and engines,	2,292 64	
For waste and other material for cleaning,	477 65	
For salaries, wages and incidental expenses, charge- able to passenger department,	19,243 69	
For salaries, wages and incidental expenses, charge- able to freight department,	18,157 34	
For gratuities and damages,	3,721 15	
For taxes and insurance,	1,502 27	
For repairs of station buildings, aqueducts, fixtures, furniture,	2,456 21	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	—	—
For amount paid other companies, as rent for use of their roads, specifying each company,	30,000 00	[R. R. Co. to Ashuelot
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,822 78	
Total miscellaneous,		104,682 83
Total expenditures for working the road,		\$156,122 68

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned [and leased] by company, [and to and from other roads,]	133,655 39
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For Freight:—

1. On main road and branches owned [and leased] by company, [and to and from other roads,]	113,794 06	
United States mails, [\$5,437.34; express, \$2,450,]	7,887 34	
Rents,	2,884 10	
Total income,		258,220 89
Net earnings, after deducting expenses,		102,098 .

DIVIDENDS.

[Interest,]	15,889 39
4 per cent. [on \$1,283,600 common stock, and 8 per cent. on \$307,500 preferred.] Total,	75,944 00

Surplus not divided, [being amount applicable to dividend for February, 1854,]	\$44,210 55	
Surplus last year,	33,945 73	
Total surplus,		\$44,210 55

On the 17th of March, 1853, Sally Colson, an imbecile pauper, aged about 70 years, who had escaped from the poor-house in Northampton, passed in front of a train, at the crossing north of the station in Northampton, and was instantly killed. The jury of inquest exonerated the employees of the company from all blame.

CHESTER W. CHAPIN,
HENRY W. CLAPP,
SAM'L HENSHAW,
J. S. MORGAN,
WILLIAM DWIGHT,

Directors.

Boston, December 30, 1853.

SUFFOLK, ss. *December 30, 1853.* Personally appeared, Chester W. Chapin, Henry W. Clapp, Sam'l Henshaw and J. S. Morgan, and made oath that the foregoing report, by them subscribed, is, according to the best of their knowledge and belief, true.

Before me, OLIVER ELDREDGE, *Justice of the Peace.*

SUFFOLK, ss. *December 31, 1853.* Personally appeared, William Dwight, and made oath that the foregoing report by him subscribed, is, according to the best of his knowledge and belief, true.

Before me, JOHN CLARK, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
DANVERS RAILROAD COMPANY.

Return of the Danvers Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,			\$100,000 00
Increase of capital, since last report,		None.	
Capital paid in, per last report,		None.	
Capital paid in, since last report,		\$21,280 00	
Total amount of capital stock paid in,			21,280 00
Funded debt, per last report,	}	None.	
Funded debt, paid since last report,			
Funded debt, increase of, since last report,			
Total present amount of funded debt,			
Floating debt, per last report,			
Floating debt paid since last report,			
Floating debt, increase of, since last report,			
Total present amount of floating debt,			
Total present amount of funded and floating debt,			
Average rate of interest, per annum, paid during the year,			
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,		None.	
For graduation and masonry, paid during the past year,	}	\$231 56	
Total amount expended for graduation and masonry,			
For wooden bridges, per last report,		-	-
For wooden bridges, paid during the past year,		-	-
Total amount expended for wooden bridges,		-	-
Total amount expended for iron bridges (if any),		-	-
For superstructure, including iron, per last report,		-	-
For superstructure, including iron, paid during the past year,	}	3,580 95	
Total amount expended for superstructure, including iron,			

For stations, buildings and fixtures, per last report, .	-	-
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .	-	-
For land, land-damages and fences, per last report, .	-	-
For land, land-damages and fences paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .		\$1,970 00
For locomotives, per last report,	} None.	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,		
For engineering, paid during the past year,		
Total amount expended for engineering,		
For agencies and other expenses, per last report,		
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies, and other expenses,		
Total cost of road and equipment,		

The road is unfinished, and consequently no fuller report can be made. A lease of the road, under the authority given by the legislature, has been made to the Boston and Maine Railroad, and a contract has been executed with the Danvers and Georgetown, and Newburyport Railroad Companies, within the past year, copies of which are hereto annexed.

WILLIAM D. NORTHEND,
W. P. PHILLIPS,
EBEN S. POOR,
MILES OSBORN,
ELIJAH A. HANSON,

Directors of the Danvers Railroad Company.

November 30, 1853.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *January 7, 1854.* Then personally appeared, the above-named William D. Northend, W. P. Phillips and Eben S. Poor, and made oath that the above return, by them subscribed, is correct and true, according to the best of their information and belief.

Before me,

GEO. F. CHOATE, *Justice of the Peace.*

ESSEX, ss. *January 9, 1854.* Then personally appeared, the above-named Miles Osborn and Elijah A. Hanson, and the said Osborn made oath, and said Hanson affirmed, that the within return is correct and true, according to the best of their knowledge and belief.

Before me,

GEO. F. CHOATE, *Justice of the Peace.*

[Copy of Lease.]

AN INDENTURE, of two parts, made and concluded this thirtieth day of May, in the year eighteen hundred and fifty-three, by and between the Danvers Railroad Company, of the one part, and the Boston and Maine Railroad, of the other part:—

Whereas, said Danvers Railroad Company have a right to enter with their railroad upon the railroad of said Boston and Maine Railroad, at South Reading, and have accordingly located their said railroad, and intend to construct the same; and *whereas* said Danvers Railroad Company have been authorized by the legislature of the Commonwealth of Massachusetts to lease their railroad to the Boston and Maine Railroad: now the said parties, each in consideration of the execution hereof by the other party, covenant and agree, as follows:—

First. The Danvers Railroad Company hereby lease their railroad, franchise, location, property, and all their rights and privileges, (so far as is necessary to the full enjoyment by the lessees of the rights acquired hereunder,) including all tracks, depots and other property that may hereafter be put thereon, and excepting the right to construct their railroad and to take the necessary measures therefor, to the Boston and Maine Railroad, for the term of one hundred years from the date hereof.

And said Danvers Railroad Company covenant and agree that they will proceed, with all reasonable despatch, to construct their railroad on the said location, to grade and finish the road-bed, culverts and bridges, and supply and lay the superstructure and rails, with suitable and necessary turnouts, side tracks and switches, to build and complete all needful depots, engine and car-houses, watering conveniences and signs at road-crossings, and generally to construct, make and complete their said railroad in good running order, ready for use, according to certain specifications of even date herewith, marked A, and signed by James Hayward and Joseph N. Cunningham, within the period which now is or hereafter may be limited by law for the completion of their said railroad, said time not to exceed eighteen months from the date hereof.

Second. Said Danvers Railroad Company further covenant and agree, upon demand of said Boston and Maine Railroad, after the completion of their said railroad, as above, to execute and deliver to said Boston and Maine Railroad another lease of their railroad, as completed as above, in proper form, and on the same terms contained in this indenture.

Third. And it is further agreed, that said Danvers Railroad Company shall have authority to change their location, in any legal manner, so as not to increase the expense of constructing or operating said railroad, but the termini of said railroad shall not be changed without consent of both said parties; and this instrument shall apply to such new location as fully as to the present one.

Fourth. Said Boston and Maine Railroad agree to pay as rent, under this lease, or any lease to be hereafter executed, as above provided, five per cent. per annum on the cost of the railroad of the Danvers Railroad Company, to be estimated as herein provided, and to commence on the completion of said railroad, and delivery thereof into the hands of said Boston and Maine Railroad, in good running order and ready for use, as before provided; said payments to be made semi-annually, and to commence at and from six months after the completion and delivery of said railroad, as herein provided; and in reckoning said cost, shall be included all sums actually paid by the said Danvers Railroad Company on account of the location or construction of their railroad, as above, with interest at the rate of five per cent. per annum from the time of the respective payments to the company by the stockholders, to such time of completion. And if any part of the payments, as above, shall be paid after the completion of the railroad, as above, they shall be added to the cost, as above, and rents, as above, be allowed on such amounts, from the times of their payments, respectively. But said cost shall not, as a basis for rent, as above, ever in the whole exceed the sum of one hundred and fifty thousand dollars.

Fifth. Said Boston and Maine Railroad shall render, annually, within one month after the Boston and Maine Railroad make up their annual accounts, to the Danvers Railroad Company, a true and detailed account of all its expenses in operating and maintaining said railroad, and of its receipts from the business done thereon, and if, at the time of rendering any such account, it shall appear that said Boston and Maine Railroad have received from said business to such time more than the amount they shall have paid as above, including rent, they shall pay to said Danvers Railroad Company such excess.

Sixth. And the expenses of maintaining and operating the said railroad, as above, shall be reckoned per mile run by trains, at the same sum it costs said Boston and Maine Railroad for the current year, per mile run, for operating and maintaining their own railroad and branches, including said Danvers Railroad, unless and so far as the President of the Western Railroad Company for the time being shall certify in writing to said parties that such sum is more or less than the actual cost of so operating and maintaining said Danvers Railroad, when the actual cost, so certified by him, is to be taken; and for that purpose such President of the Western Railroad shall have full and free access to the books of accounts of the Boston and Maine Railroad.

After the completion of the railroad, as above, the Boston and Maine Railroad agree to operate and maintain the same, so as reasonably to accommodate the public, and to pay all the expenses of so operating and maintaining said railroad, and are to have all the benefits of, and to perform all the obligations of the Danvers Railroad Company, under and by virtue of a contract between the Newburyport Railroad Company and the Danvers and Georgetown Railroad Company, of one part, and said Danvers Railroad Company, of the other part, dated May 27th, 1853.

Said Boston and Maine Railroad agrees to draw over their own railroad and every

portion thereof, between said South Reading and Boston, the trains of the Danvers Railroad, and the trains of the Danvers and Georgetown Railroad, and of the Newburyport Railroad, mentioned in said contract, dated May 27th, 1853, promptly and speedily, and to charge for freight and passengers as favorably, as they do to any other railroad running its trains over their railroad, regard being had to all the circumstances, and on as favorable terms, as said Danvers Railroad Company agrees in said contract, dated May 27th, 1853, to draw the trains of the Newburyport and Danvers and Georgetown Railroads.

If a consolidation of the Danvers Railroad Company and the Danvers and Georgetown Railroad Company, or of the Danvers Railroad Company and the Danvers and Georgetown Railroad Company and Newburyport Railroad Company, shall hereafter be made, as now authorized by law, such consolidated company shall have all the rights of the Danvers Railroad Company hereunder, on performing all the duties of the Danvers Railroad Company hereunder, and giving to said Boston and Maine Railroad all the rights of the Danvers Railroad Company, under its contract with the Danvers and Georgetown Railroad Company and the Newburyport Railroad Company, above referred to.

The Danvers Railroad Company, if they shall hereafter consolidate, as above, with either of said companies, shall refer to and cause to be confirmed, this indenture and said contract, in any agreement for such consolidation.

It is further agreed, that until a consolidation shall take place, as above, said Danvers Railroad Company shall continue their organization, so far as shall be necessary to maintain their legal existence and receive their rents and pay out their dividends, and do all necessary legal acts; and the reasonable expenses thereof shall be borne by said Boston and Maine Railroad, and be considered a part of the expense of operating said Danvers Railroad.

Said Danvers Railroad Company shall construct said Danvers Railroad with all proper economy, paying reasonable and fair prices for the work done and materials purchased; and said Danvers Railroad shall be deemed completed hereunder, when James Hayward, of Boston, Joseph N. Cunningham, of Seekonk, and Simeon Borden, of Fall River, or a majority of them, shall certify in writing to said parties that said railroad has been completed as provided above; and said Hayward shall, at all times, have liberty to inspect the books and contracts of said Danvers Railroad, and to examine the work and materials on their railroad, whilst in process of construction.

In testimony whereof, the said parties have hereunto interchangeably (as also unto a duplicate hereof) set the respective seals of said parties, and the hands of the officers, respectively, thereunto authorized, this thirtieth day of May, in the year eighteen hundred and fifty-three.

WILLIAM D. NORTHEND,

President of the Danvers Railroad Co.

GEO. F. CHOATE,

Treasurer of the Danvers Railroad Co.

In presence of

STEPHEN B. IVES, Jr., witness to signatures of

W. D. Northend and George F. Choate.

BOSTON AND MAINE RAILROAD,

By SOUTHWORTH SHAW, President.

GEORGE MINOT.

[SEAL.]

[SEAL.]

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. May 30, 1853. Then personally appeared, William D. Northend and George F. Choate, above-named, and acknowledged the above instrument to be the free act and deed of the Danvers Railroad Company.

Before me,

STEPHEN B. IVES, Jr., *Justice of the Peace.*

Suffolk, ss. May 30, 1853. Then personally appeared, the above Southworth Shaw, and acknowledged the above to be the free act and deed of himself and of said Boston and Maine Railroad.

Before me,

GEORGE MINOT, *Justice of the Peace.*

A.

Specifications of Labor and Materials, referred to in the Lease of the Danvers Railroad Company to the Boston and Maine Railroad, dated May 30, A. D. 1853:

The road-bed of said Danvers Railroad to be of a single track, except at the depots and turnouts, where it shall be for a double track, for such reasonable distances as the engineer may determine.

The road-bed shall be fifteen feet in width at the grade line throughout. The cuts shall be twenty-five feet in width at the grade line.

The slopes shall be one and a half feet base to one foot rise, except in rock cuts, where they shall be one foot base to six feet rise.

The road-bed shall consist of free sand and gravel to the depth of two feet, and when other materials shall be found in the excavations, they shall be removed to the depth of at least two feet below grade. The ditches shall be at least two feet below grade. The culvert masonry, including bank walls, passages for cattle and cattle guards, excepting walls over seven feet high, shall be of good rubble, well binded and laid in a workmanlike manner.

The bridge masonry shall include all abutments over seven feet high, and shall be of coursed masonry, well bound together by proper headers and stretchers, and compactly laid. The headers shall extend through all the walls where the thickness does not exceed five feet. The headers and stretchers to be dressed on the heads and builds, and laid without pinnars.

The gradient lines shall conform substantially with the profiles drawn by J. N. Cunningham, C. E., and signed by J. N. Cunningham and James Hayward, and the maximum grade shall be fifty feet to the mile.

The sleepers shall be of chestnut or cedar, not less than six inches thick, and six inches face, and shall be laid, on an average, not more than two and a half feet apart.

The rails shall be of the weight of fifty pounds to the yard. The chairs on which the rails rest shall be of wrought iron, six inches wide and five-eighths of an inch thick on the bottom.

Proper switches and turnouts, and a proper connection with the Danvers and Georgetown Railroad and with the Boston and Maine Railroad, shall be made.

Fences shall be legally and substantially built, with posts of cedar and chestnut, set three feet in the ground, and of a suitable size. Depots suitable for passengers and freight, shall be erected and constructed at North Danvers, and a station house at Tapleyville, and one at the junction of the Danvers Railroad with the Salem and Lowell Railroad, and one at Lynnfield Centre, and one at South Reading; and also an engine-house, wood-house and turn-table, at such places as the Boston and Maine Railroad shall request.

Provided, That said Danvers Railroad Company shall not be required to expend more than eight thousand dollars in all, in erecting and constructing all of the same, and that the Boston and Maine Railroad may erect and construct all of the same at their own cost and charge, receiving from said Danvers Railroad Company the said sum of eight thousand dollars therefor.

JAMES HAYWARD.
J. N. CUNNINGHAM.

[Copy of Contract.]

MEMORANDUM OF AGREEMENT, made this twenty-seventh day of May, in the year of our Lord eighteen hundred and fifty-three, by and between the Newburyport Railroad Company and the Danvers and Georgetown Railroad Company, of the first part, and the Danvers Railroad Company, of the second part.

The said party of the second part having a right by law to locate and make their railroad so as to enter upon and connect with the Danvers and Georgetown Railroad, and said Danvers and Georgetown Railroad Company having a right to enter upon and connect with said Newburyport Railroad, and the said companies having authority to contract with each other for the operating of their railroads; and whereas the said Danvers and Georgetown Railroad Company and the said Danvers Railroad Company propose to build their respective railroads,—the parties agree that the tracks of their respective railroads shall be united and connected by suitable switches, frogs, side-tracks and turnouts, so as most conveniently to accommodate the passage of cars from the railroad of the said party of the second part to and from the railroads of said parties of the first part, at the expense of said party of the second part:

And the said parties of the first part agree to take and draw the trains of said party of the second part to and from the junction of the railroads of the Danvers Railroad Company and the Danvers and Georgetown Railroad Company, to and from such place or places, on either of the railroads of the said parties of the first part, as said party of the second part shall require; and the said party of the second part agrees to take and draw to and from said junction the trains of said parties of the first part, or either of them, to and from such place or places, on the railroad of said party of the second part, as said parties of the first part or either of them shall require:

The times of starting and the number of trains are to be regulated and fixed upon by the party whose trains are received and run, as above provided, over the railroad or

railroads of the other party, and said trains shall have preference over other trains in making up the time tables; and if the time tables interfere, the trains of said party of the second part are to have the preference; and all the trains shall be drawn by good engines, to be kept in readiness on the arrival of trains, and at a reasonable speed, equal to that of any other trains of a similar class over the same railroad:

No cars to or from any other railroad than the railroads of the parties hereto, excepting those from the Boston and Maine Railroad, shall be attached to any of said trains, nor shall said trains be required to wait for trains on other railroads:

And the parties agree that all trains while upon the railroad of either of the parties hereto, in all respects except as herein otherwise provided, shall be under the control of the party upon whose railroad they may be. If the fares and prices of freight in such trains over the railroads of both said parties cannot be agreed upon, they shall be the same as the local fares on the railroads respectively: *provided*, that no higher rates of fare shall be charged, directly or indirectly, by either of said parties in such trains, than are charged by the same party in trains over their railroads in connection with other railroads, than those of the parties hereto; but either company may charge less than its local fares for passage or freight in such trains, except that they shall not reduce the fares and prices of freight between Bradford or Haverhill and Boston, over these railroads, to a less amount than the fares of freight upon the Boston and Maine Railroad, for the time being, between said places, and the fares between Boston and Newburyport by this route shall be at as low a rate as by any other railroad route between said places, excepting that neither railroad shall be required to take less than their *pro rata* of fifty cents per passenger between Newburyport and Boston, exclusive of season, commutation and family tickets:

The said parties of the first part may furnish the cars for such trains to be run over all the roads of the parties hereto, so long as they shall do the same in a reasonable manner, both as to number and quality, and so as fairly to accommodate the travel and freight over these railroads; and if the said parties of the first part shall not so furnish them reasonably, the party of the second part may furnish such cars themselves, and require the same to be drawn over the railroads of the said parties of the first part, and be allowed therefor the same terms given to said parties of the first part.

And it is further agreed, that the through fares and freight shall be divided between the parties *pro rata*, according to the distance run upon each railroad, except that the party furnishing cars shall receive for the use and risk of the same a reasonable compensation.

Either party may require the other party to pay for its trains exceeding three passenger and one freight train per day, each way, twenty-five per cent. above the actual cost of the same per mile, and the average expense per mile of running all the trains of such railroad during the preceding year, including all expenses of every kind, except interest upon the cost of construction, shall be deemed the actual cost, as above; and in such case, if either party shall so request, such other company shall make the same an express train, and shall receive no part of the through fares of such train. Each party shall furnish the necessary facilities in tracks, turnouts, passenger and freight depots, ticket masters, and all other accommodations for doing that portion of the business done on its own road, and the loading, unloading and delivery of freight on each railroad shall be done by its own agents, and the company owning such railroad shall be allowed a reasonable compensation therefor.

This agreement shall continue in force one hundred years from the date hereof.

This agreement is to be void if a lease of the Danvers Railroad to the Boston and Maine Railroad shall not be executed within sixty days from the date hereof.

In witness whereof the parties hereto have caused their respective seals and the signatures of their respective Presidents and Treasurers to be affixed interchangeably hereto; and also to two others of like tenor and date, the day and year above written.

CHAS. J. BROCKWAY,

President Newburyport R. R. Co.

M. E. HALE,

Treasurer Newburyport R. R. Co.

[SEAL.]

In presence of

HENRY FROTHINGHAM, witness to the signatures of

C. Brockway and M. E. Hale.

WILLIAM D. NORTHEND,

President Danvers and Georgetown R. R. Co.

W. N. CLEVELAND,

Treasurer Danvers and Georgetown R. R. Co.

[SEAL.]

J. H. KEITH, to

W. D. N. and W. N. C.

WILLIAM D. NORTHEND,

President Danvers R. R. Co.

GEO. F. CHOATE,

Treasurer Danvers R. R. Co.

[SEAL.]

S. B. IVES, Jr., witness to the signatures of

W. D. Northend and George F. Choate.

SECOND ANNUAL REPORT

OF THE

DANVERS AND GEORGETOWN RAILROAD
COMPANY.*Return of the Danvers and Georgetown Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$130,000 00
Increase of capital, since last report,	} None.	
Capital paid in, per last report,		
Capital paid in, since last report,		\$67,799 64
Total amount of capital stock paid in,		67,799 64
Funded debt, per last report,	} None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest, per annum, paid during the year,		
Maximum amount of debt for each month during the year, viz.:		
January, \$		
February, \$		
March, \$		
April, \$		
May, \$		
June, \$		
July, \$		
August, \$		
September, \$		
October, \$		
November, \$		
December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	None.	
For graduation and masonry, paid during the past year,	\$37,689 22	
Total amount expended for graduation and masonry,		37,689 22
For wooden bridges, per last report,	} None.	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		
Total amount expended for iron bridges (if any),		
For superstructure, including iron, per last report,		
For superstructure, including iron, paid during the past year,	6,300 00	
Total amount expended for superstructure, including iron,		6,300 00
For stations, buildings and fixtures, per last report,		

For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	-
For land, land-damages and fences, per last report,	-	-
For land, land-damages and fences, paid during the past year,	\$12,567 75	
Total amount expended for land, land-damages and fences,		\$12,567 75
For locomotives, per last report,	-	-
For locomotives, paid during the past year,	-	-
Total amount expended for locomotives,	-	-
For passenger and baggage cars, per last report,	-	-
For passenger and baggage cars, paid during the past year,	-	-
Total amount expended for passenger and baggage cars,	-	-
For merchandise cars, per last report,	-	-
For merchandise cars, paid during the past year,	-	-
Total amount expended for merchandise cars,	-	-
For engineering, per last report,	-	-
For engineering, paid during the past year,	2,206 66	
Total amount expended for engineering,		2,206 66
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,	-	-
Total cost of road and equipment,	-	-
MISCELLANEOUS.		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	5,473 99	
Total miscellaneous,		5,473 99
Total expenditures for working the road,	=	-

The road is not yet finished, and consequently no fuller report can be made. A contract with the Danvers and Newburyport Railroad Companies has been made within the last year, a copy of which is annexed to report of the Danvers Railroad Company.

WILLIAM D. NORTHEND,
JOSEPH S. BLACK,
GILBERT TAPLEY,
THOMAS PERLEY,
SAMUEL LITTLE,
GEO. COGSWELL,

Directors of the Danvers & Georgetown R. R.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *December 31, 1853.* Then personally appeared the above-named William D. Northend and Joseph S. Black, and made oath that the within return is correct and true, according to the best of their knowledge and belief.

Before me, GEO. F. CHOATE, *Justice of the Peace.*

ESSEX, ss. *January 2, 1854.* Then personally appeared the above-named Gilbert Tapley, and made oath that the within return is correct and true, according to the best of his knowledge and belief.

Before me, GEO. F. CHOATE, *Justice of the Peace.*

ESSEX, ss. *January 7, 1854.* Then personally appeared Thomas Perley and Samuel Little, and made oath that the within return is correct and true, according to their best knowledge and belief.

Before me, GEO. RUSSELL, *Justice of the Peace.*

ESSEX, ss. *January 9, 1854.* Then personally appeared George Cogswell, above-named, and made oath that the within return is correct and true, according to the best of his knowledge and belief.

Before me, GEORGE F. CHOATE, *Justice of the Peace.*

EIGHTH ANNUAL REPORT
OF THE
DORCHESTER AND MILTON BRANCH RAILROAD
COMPANY.

*Return of the Dorchester and Milton Branch Railroad, under the Act of May 1, 1849
chap. 191.*

Capital stock,	\$130,000 00
Increase of capital, since last report,	Nothing.
Capital paid in, per last report,	\$73,340 00
Capital paid in, since last report,	Nothing.
Total amount of capital stock paid in,	73,340 00
Funded debt, per last report,	39,500 00
Funded debt, paid since last report,	None.
Funded debt, increase of, since last report,	Nothing.
Total present amount of funded debt,	39,500 00
Floating debt, per last report,	11,877 84
Floating debt, paid since last report,	6,919 64
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	4,958 20
Total present amount of funded and floating debt,	44,458 20
Average rate of interest, per annum, paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$51,377 84; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$44,458 20.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	40,724 80
For graduation and masonry, paid during the past year,	Nothing.
Total amount expended for graduation and masonry,	40,724 80
For wooden bridges, per last report,	6,209 02
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	6,209 02
Total amount expended for iron bridges, (if any,)	Nothing.
For superstructure, including iron, per last report,	30,051 73
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	30,051 73
For stations, buildings and fixtures, per last report,	11,508 69
For stations, buildings and fixtures, paid during the past year,	Nothing.

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Total amount expended for stations, buildings and fixtures,	\$11,508 69
For land, land-damages and fences, per last report, .	\$32,654 06
For land, land-damages and fences, paid during the past year,	Nothing.
Total amount expended for land, land-damages and fences,	32,654 06
For locomotives, per last report,	} See Old Colony Railroad Report.
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report, . .	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	} See Old Colony Railroad Report.
For merchandise cars, per last report,	
For merchandise cars, paid during the past year, . .	
Total amount expended for merchandise cars,	
For engineering, per last report,	
For engineering, paid during the past year,	10,155 82
Total amount expended for engineering,	Nothing.
For agencies and other expenses, per last report, . .	10,155 82
For agencies and other expenses, paid during the past year,	5,068 65
Total amount expended for agencies and other expenses, -	Nothing.
	5,068 65
Total cost of road,	\$136,372 77
[Incomes applied to reduce construction account, from 1851 to January 1, 1854, inclusive,]	18,574 57
[Construction account, as reduced,]	\$117,798 20

CHARACTERISTICS OF ROAD.

Length of road,	3 miles, 1,300 feet.
Length of single main track,	3 miles, 1,300 feet.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track, . .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	-
Weight of rail, per yard, in main road,	52 lbs. per yard.
Weight of rail, per yard, in branch roads,	-
Specify the different weights per yard,	-
Maximum grade, with its length, in main road, . .	39 ⁶ / ₁₆ ft., whole dist. 6,000 ft.
Maximum grade, with its length, in branch roads, .	-
Total rise and fall in main road,	54 ¹ / ₂ feet.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road,	410 ft. rad., length 200 ft.
Shortest radius of curvature, with length of curve, in branch roads,	-
Total degrees of curvature, in main road,	257 ¹ / ₂ °.
Total degrees of curvature, in branch roads, . . .	-
Total length of straight line, in main road, . . .	2 ¹ / ₁₀₀ miles.
Total length of straight line, in branches, . . .	-
Aggregate length of wooden truss bridges,	101 feet.
Aggregate length of all other wooden bridges, . .	-

Aggregate length of iron bridges, . . .	—
Whole length of road unfenced on both sides, . . .	1½ miles—marsh.
Number of public ways crossed at grade, . . .	2
Number of railroads crossed at grade, . . .	None.
Remarks, . . .	—
Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	4
Flag stations, . . .	2
Whole number of way stations, . . .	4
Whole number of flag stations, . . .	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	See Old Colony Railroad Report.
Miles run by freight trains, . . .	
Miles run by other trains, . . .	
Total miles run, . . .	
Number of passengers carried in the cars, . . .	
Number of passengers carried one mile, . . .	
Number of tons of merchandise carried in the cars, . . .	
Number of tons of merchandise carried one mile, . . .	
Number of passengers carried one mile, to and from other roads, . . .	
Number of tons carried one mile to and from other roads, . . .	
Rate of speed adopted for express passenger trains, including stops, . . .	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	
Rate of speed adopted for accommodation trains, . . .	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	See Old Colony Railroad Report.
For repairs of wooden bridges, . . .	
For renewals of iron, including laying down, . . .	
For wages of switchmen, average per month, \$. . .	
For wages of draw-keepers, average per month, \$. . .	
For wages of signal men, average per month, \$. . .	
For wages for watchmen, average per month, \$. . .	
Number of men employed, exclusive of those engaged in construction, . . .	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	
Total for maintenance of way, . . .	

MOTIVE POWER AND CARS.

For repairs of locomotives, . . . . .	.	.	.	.	.
For new locomotives to cover depreciation, . . . . .	.	.	.	.	.
For repairs of passenger cars, . . . . .	.	.	.	.	.
For new passenger cars to cover depreciation, . . . . .	.	.	.	.	.
For repairs of merchandise cars, . . . . .	.	.	.	.	.
For new merchandise cars to cover depreciation, . . . . .	.	.	.	.	.
For repairs of gravel and other cars, . . . . .	.	.	.	.	.
Total for maintenance of motive power and cars, . . . . .	.	.	.	.	.
Number of engines, . . . . .	.	.	.	.	.
Number of passenger cars, . . . . .	.	.	.	.	.
Number of baggage cars, . . . . .	.	.	.	.	.
Number of merchandise cars, . . . . .	.	.	.	.	.
Number of gravel cars, . . . . .	.	.	.	.	.

See Old Colony Railroad Report.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:— . . . . .	.	.	.	.	.
Wood, . . . . .	.	.	.	.	.
Coal, . . . . .	.	.	.	.	.
For oil used by cars and engines, . . . . .	.	.	.	.	.
For waste and other material for cleaning, . . . . .	.	.	.	.	.
For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	.	.	.	.	.
For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	.	.	.	.	.
For gratuities and damages, . . . . .	.	.	.	.	.
For taxes and insurance, . . . . .	.	.	.	.	.
For ferries, . . . . .	.	.	.	.	.
For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	.	.	.	.	.
For interest, . . . . .	.	.	.	.	.
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . . . .	.	.	.	.	.
For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	.	.	.	.	.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	.	.	.	.	.
Total miscellaneous, . . . . .	.	.	.	.	.
Total expenditures for working the road, . . . . .	.	.	.	.	.

Included in Old Colony Railroad Report.

INCOME DURING THE YEAR.**For Passengers :—**

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For Freight :—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails, . . . . .	.	.	.	.	.
Rents, . . . . .	.	.	.	.	.
Total income, . . . . .	.	.	.	.	\$7,530 00
Net earnings, after deducting expenses, . . . . .	.	.	.	.	-

DIVIDENDS.					
Per cent.	Total,	.	.	.	
Surplus not divided,	.	.	.	.
Surplus last year,	.	.	.	.
Total surplus,	

} Income applied to reduce
debt, &c.

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, which was in December, 1847. It was then furnished and equipped by that Corporation, and has since been run by it, the lease taking effect on the 1st January, 1848; therefore some of the information called for cannot be furnished by us, but it will doubtless be furnished by the report from that Corporation. The terms of the lease are set forth in full in the annual reports of Railroad Corporations, Senate No. 26, for 1847, p. 127, and Senate No. 9, for 1852, p. 51.

The amount of claims outstanding in favor of the corpora-

tion is,	\$202 96
Cash in the treasury,	71 60
The amount of dividends outstanding due and unpaid is,	285 00
Other liabilities, so far as known,	277 19

SETH D. WHITNEY, *Treasurer.*

NATHANIEL F. SAFFORD,
E. H. R. RUGGLES,
ALEXANDER POPE,
R. M. TODD,
EDW. KING,

Directors.

NORFOLK, ss. *January 3, 1854.* Then personally appeared the above-named N. F. Safford, and made oath that the foregoing return is true, according to his best knowledge and belief.

Before me, EZRA W. SAMPSON, *Justice of the Peace.*

NORFOLK, ss. *January 3, 1854.* Then personally appeared the above-named Edward H. R. Ruggles and Alexander Pope, and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me, NATH'L. F. SAFFORD, *Justice of the Peace.*

SUFFOLK, ss. *January 4, 1854.* Then personally appeared the above-named Edward King, and made oath that the foregoing return is true, according to his best knowledge and belief.

Before me, WM. RICHARDSON, *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT
OF THE
EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191, for the year ending June 30, 1853.

Capital Stock, [greatest amount authorized,]	\$4,150,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	\$2,850,000 00
Capital paid in since last report,	None.
Total amount of capital stock paid in,	2,850,000 00
Funded debt, per last report,	500,000 00
Funded debt paid since last report,	None.
Funded debt, increase of, since last report,	710,000 00
Total present amount of funded debt,	1,210,000 00
Floating debt, per last report,	962,906 61
Floating debt paid since last report,	250,931 09
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	711,975 52
Total present amount of funded and floating debt,	1,921,975 52
Average rate of interest per annum paid during the year,	5 79-100 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$546,156 93; February, \$511,656 93; March, \$486,311 87; April, \$507,401 87; May, \$507,401 87; June, \$520,903 59; July, \$831,921 40; August, \$818,921 40; September, \$615,225 73; October, \$532,225 73; November, \$557,925 73; December, \$535,156 93.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	641,625 18
For graduation and masonry paid during the past year,	Nothing.
Total amount expended for graduation and masonry,	641,625 18
For wooden bridges, per last report,	278,573 94
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	278,573 94
Total amount expended for iron bridges (if any),	None.
For superstructure, including iron, per last report,	952,540 51
For superstructure, including iron, paid during the past year,	None.
Total amount expended for superstructure, including iron,	952,540 51
For stations, buildings and fixtures, per last report,	453,283 68
For stations, buildings and fixtures, paid during the past year,	Nothing.

Total amount expended for stations, buildings and fixtures,		\$453,283 68
For land, land-damages and fences, per last report,	\$268,600*10	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		268,600 10
For locomotives, per last report,	139,037 85	
For locomotives paid during the past year,	Nothing.	
Total amount expended for locomotives,		139,037 85
For passenger and baggage cars, per last report,	107,342 08	
For passenger and baggage cars paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		107,342 08
For merchandise cars, per last report,	95,242 49	
For merchandise cars paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		95,242 49
For engineering, per last report,	184,145 84	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		184,145 84
For agencies and other expenses, per last report,	None.	
For agencies and other expenses, paid during the past year,	None.	
Total amount expended for agencies and other expenses,	None.	
Total cost of road and equipment,		\$3,120,391 67

CHARACTERISTICS OF ROAD.				
	Main Road.	Marblehead Branch.	Gloucester Branch.	Salisbury Branch.
Length of road,	38.1063			
Length of single main track,	38.1063			
Length of double main track,	16.			
Length of branches owned by the company, stating whether they have a single or double track, [single track,]		3	13.507	3.4112
Aggregate length of sidings and other tracks, excepting main tracks and branches,	1.4365			
Weight of rail per yard, in main road,	57 & 61			
Weight of rail per yard, in branch roads,		46	46	46
Specify the different weights per yard,				
Maximum grade, with its length, in main road,	40 ft.			
Maximum grade, with its length, in branch roads,		40 ft.	45 ft.	41 ft.
Total rise and fall in main road,	578,297			
Total rise and fall in branch roads,		185	3326	39.5
Shortest radius of curvature, with length of curve, in main road,	1000 ft.			
Shortest radius of curvature, with length of curve, in branch roads,		900	1910	400
Total degrees of curvature, in main road,	450°			
Total degrees of curvature, in branch roads,			451°	283°
Total length of straight line, in main road,	28.4950			
Total length of straight line, in branches,		1.3310	7.1944	2.1662
Aggregate length of wooden truss bridges,	2,218 feet.			
Aggregate length of all other wooden bridges,	7,229 "			
Aggregate length of iron bridges,	None.			

Whole length of road unfenced on both sides, . . .	-	-
Number of public ways crossed at grade, . . .	60	
Number of railroads crossed at grade, . . .	2	
Remarks, . . .	-	-
Way stations for express trains, . . .	2	
Way stations for accommodation trains, . . .	15	
Flag stations, . . .	11	
Whole number of way stations, . . .	-	-
Whole number of flag stations, . . .	-	-
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	261,383	
Miles run by freight trains, . . .	50,711	
Miles run by other trains, . . .	43,065	
Total miles run, . . .		355,159
Number of passengers carried in the cars, . . .	1,099,418	
Number of passengers carried one mile, . . .	14,710,581	
Number of tons of merchandise carried in the cars, . . .	102,617	
Number of tons of merchandise carried one mile, . . .	2,774,307	
Number of passengers carried one mile, to and from other roads, . . .	2,064,123	
Number of tons carried one mile to and from other roads, . . .	965,685	
Rate of speed adopted for express passenger trains, including stops, . . .	22 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	22 "	
Rate of speed adopted for accommodation trains, . . .	21 "	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	20 "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	22 "	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	15 "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	3,215,745	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	2,770,605	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$33,034 35	
For repairs of wooden bridges, . . .	11,052 39	
For renewals of iron, including laying down, . . .	-	-
For wages of switchmen, average per month, \$32½, . . .	Total, } 6,448 56	
For wages of gate-keepers, average per mo., \$19½, . . .		
For wages of signal-men, average per mo., \$30, . . .		
For wages of watchmen, average per month, \$30, . . .		
Number of men employed, exclusive of those engaged in construction, . . .	-	-
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	70 50	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	2,852 21	
Total for maintenance of way, . . .		\$53,458 01
MOTIVE POWER AND CARS.		
For repairs of locomotives, . . .	19,110 44	

For new locomotives to cover depreciation, . . .	—	—
For repairs of passenger cars, . . .	\$15,807 88	—
For new passenger cars to cover depreciation, . . .	—	—
For repairs of merchandise cars, . . .	2,724 73	—
For new merchandise cars to cover depreciation, . . .	—	—
For repairs of gravel and other cars, . . .	585 80	—
Total for maintenance of motive power and cars, . . .		\$38,228 85
Number of engines, . . .	25	
Number of passenger cars, . . .	59	
Number of baggage cars, . . .	6	
Number of merchandise cars, . . .	194	
Number of gravel cars, . . .	57	
[Number of mail cars,] . . .	3	
[Number of snow ploughs,] . . .	5	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, [12,513 cords,] . . .	61,770 06	
Coal, [508 tons, used at stations,] . . .	2,797 89	
For oil used by cars and engines, [4,475 gallons,] . . .	4,936 59	
For waste and other material for cleaning, [14,720 pounds,] . . .	1,177 60	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	44,447 87	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	22,223 93	
For gratuities and damages, . . .	2,857 55	
For taxes and insurance, . . .	5,729 22	
For ferries, . . .	4,865 56	
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	1,930 36	
For interest, . . .	58,512 36	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . .	—	—
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	—	—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	7,000 00	
Total miscellaneous, . . .		218,248 99
Total expenditures for working the road, . . .		\$309,935 85

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company, . . . 362,366 93
2. To and from other roads, specifying what, [Portland, Saco and Portsmouth road,] . . . 49,686 90

For Freight:—

1. On main road and branches owned by company, . . .	69,493 13	
2. To and from other connecting roads, . . .	27,827 10	
U. S. mails, [\$8,324 00; Incidentals, \$26,763 79,] . . .	35,087 79	
Rents, [\$32,724 65; Advance of land over valuation, \$44,074 40,] . . .	76,349 05	
Total income, . . .		620,810 90
Net earnings, after deducting expenses, . . .		\$310,875 05

DIVIDENDS.					
6 per cent. Total,	.	.	.	.	\$200,550 00
Surplus not divided,	.	.	.	.	\$110,325 05
Surplus last year,	.	.	.	.	5,535 36
Total surplus,	.	.	.	.	115,860 41
[From which has been paid during the year for]					
RENEWALS,					
On {	Road and bridges,	.	.	.	35,025 83
	Buildings,	.	.	.	
	Engines and cars,	.	.	.	
[Leaving an actual surplus of,]					\$80,834 58

The Directors of the Eastern Railroad Company do hereby make the Eighteenth Annual Report of their acts and doings, under their act of incorporation, in the within return, according to the form prescribed by the legislature.

Accidents have occurred during the year, in working the road, as follows:—

July 29, 1852.—Mrs. Graves, while walking on the track in Lynn, was struck by the cars and slightly injured.

October 2, 1852.—Joseph Leavitt, engine-man, in consequence of the breaking of a tyre on the engine, jumped off, and in so doing fell, and had one arm broken.

January 13, 1853.—Robert W. Annable, conductor on the Portland train, in consequence of hearing some unusual noise about the truck frame of the car, as was supposed, stepped down on the steps of the car, and while leaning over, his head struck a car on the turn-out, at Wenham, and so much injured him that he died on the day after.

January 26, 1853.—Charles Cotton, conductor on a temporary freight train, while shackling the train, was caught between the cars, and so much hurt that he died on the following day.

March 21, 1853.—Charles Blake, a fireman, while oiling the cylinders to the engine, slipped off upon the track, and had his left leg so badly crushed, that it became necessary to amputate it.

ALBERT THORNDIKE,
DAVID A. NEAL,
ISAIAH BREED,
MICAIAH LUNT,
B. T. REED,

Directors of the Eastern Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss, *Boston, Dec. 28, 1853.*—Then personally appeared the within-named Albert Thorndike, David A. Neal, Isaiah Breed, Micajah Lunt and Benjamin T. Reed, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

W. S. TUCKERMAN, *Justice of the Peace.*

EIGHTH ANNUAL REPORT
OF THE
ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191, for the year ending September 30, 1853.

Capital stock,		\$700,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$296,257 31	
Capital paid in, since last report,	2,349 99	
Total amount of capital stock paid in,		298,607 30
Funded debt, per last report,	289,911 39	
Funded debt, paid since last report,	11,250 00	
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt,		278,661 39
Floating debt, per last report,	117,709 70	
Floating debt, paid since last report,	-	-
Floating debt, increase of, since last report,	64,857 45	
Total present amount of floating debt,		182,567 15
Total present amount of funded and floating debt,		461,228 54
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	235,700 84	
For graduation and masonry, [decrease] during the past year,	28,496 99	
Total amount expended for graduation and masonry,		207,203 85
For wooden bridges, per last report,	29,182 88	
For wooden bridges, paid during the past year,	3,191 76	
Total amount expended for wooden bridges,		32,374 64
Total amount expended for iron bridges (if any),	-	-
For superstructure, including iron, per last report,	160,762 57	
For superstructure, including iron, [decreased] during the past year,	3,849 93	
Total amount expended for superstructure, including iron,		156,912 64
For stations, buildings and fixtures, per last report,	139,749 20	
For stations, buildings and fixtures, [decreased] during the past year,	19,013 24	

Total amount expended for stations, buildings and fixtures,		\$20,735 96
For land, land-damages and fences, per last report, .	\$106,274 93	
For land, land-damages and fences, paid during the past year,	54,043 06	
Total amount expended for land, land-damages and fences,		160,317 99
For locomotives, per last report,	—	—
For locomotives, paid during the past year,	—	—
Total amount expended for locomotives,	—	—
For passenger and baggage cars, per last report,	—	—
For passenger and baggage cars, paid during the past year,	—	—
Total amount expended for passenger and baggage cars,	—	—
For merchandise cars, per last report,	—	—
For merchandise cars, paid during the past year,	—	—
Total amount expended for merchandise cars,		4,416 50
For engineering, per last report,	16,688 47	
For engineering, paid during the past year,	1,597 62	
Total amount expended for engineering,		18,286 09
For agencies and other expenses, per last report,	20,648 01	
For agencies and other expenses, paid during the past year,	117,529 46	
Total amount expended for agencies and other expenses,		138,177 47
Total cost of road and equipment,		\$738,425 14

CHARACTERISTICS OF ROAD.

Length of road,	19 86-100 miles.
Length of single main track,	19 86-100 “
Length of double main track,	2 “
Length of branches owned by the company, stating whether they have a single or double track,	1 36-100 “
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	4,400 feet.
Weight of rail, per yard, in main road,	56 and 60 lbs.
Weight of rail, per yard, in branch roads,	58 “
Specify the different weights per yard,	— —
Maximum grade, with its length, in main road,	55 feet—18,840 feet.
Maximum grade, with its length, in branch roads,	25 “ — 200 “
Total rise and fall in main road,	549 1-2 “
Total rise and fall in branch roads,	8 “
Shortest radius of curvature, with length of curve, in main road, [radius,	477 1-2 feet—900 feet.
Shortest radius of curvature, with length of curve, in branch roads, [radius,	446 “ —200 “
Total degrees of curvature, in main road,	839° 37'.
Total degrees of curvature, in branch roads,	156°.
Total length of straight line, in main road,	14 6-10 miles.
Total length of straight line, in branches,	1 3-100 “
Aggregate length of wooden truss bridges,	40 feet.
Aggregate length of all other wooden bridges,	5,383 “
Aggregate length of iron bridges,	} None.
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	29
Number of railroads crossed at grade,	1

Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	8	
Flag stations,	5	
Whole number of way stations,	8	
Whole number of flag stations,	5	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	39,960	
Miles run by freight trains,	-	-
Miles run by other trains,	13,728	
Total miles run,		53,688
Number of passengers carried in the cars,	84,529 1-2	
Number of passengers carried one mile,	820,208	
Number of tons of merchandise carried in the cars,	13,389 81-100	
Number of tons of merchandise carried one mile,	244,209	
Number of passengers carried one mile, to and from other roads,	None.	
Number of tons carried one mile, to and from other roads,	65,695 83-100	
Rate of speed adopted for express passenger trains, including stops,	21 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 " "	
Rate of speed adopted for accommodation trains,	21 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	15 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	189,900	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	104,442	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$5,283 69	
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$	Total, } 234 00	
For wages of gate-keepers, average per month, \$		
For wages of signal-men, average per month, \$19.50,		
For wages of watchmen, average per month, \$		
Number of men employed, exclusive of those engaged in construction,	-	-
For removing ice and snow, (this item to include all labor, tools, repairs and extra steam-power used,)	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	390 86	
Total for maintenance of way,		5,908 55
MOTIVE POWER AND CARS.		
For repairs of locomotives,	2,247 52	
For new locomotives, to cover depreciation,	-	-
For repairs of passenger cars,	1,350 64	
For new passenger cars, to cover depreciation,	-	-

For repairs of merchandise cars,	\$574 01	
For new merchandise cars, to cover depreciation,	—	—
For repairs of gravel and other cars,	—	—
Total for maintenance of motive power and cars,		\$4,172 17
Number of engines,	—	—
Number of passenger cars,	—	—
Number of baggage cars,	—	—
Number of merchandise cars,	—	—
Number of gravel cars,	—	—

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	8,412 88	
Wood, [1,609 cords,]	—	—
Coal,	—	—
For oil used by cars and engines, [1,063 gallons,]	1,219 93	
For waste and other material for cleaning,	128 85	
For salaries, wages and incidental expenses, charge- able to passenger department,	6,709 81	
For salaries, wages and incidental expenses, charge- able to freight department,	3,354 90	
For gratuities and damages,	135 00	
For taxes and insurance,	53 85	
For ferries,	—	—
For repairs of station buildings, aqueducts, fixtures, furniture,	—	?
For interest,	26,499 36	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	—	—
For amount paid other companies, as rent for use of their roads, specifying each company,	3,214 92	Bost. & Me.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	651 00	
Total miscellaneous,		50,380 50
Total expenditures for working the road,		\$60,461 22

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company,	23,623 02	
2. To and from other roads, specifying what,	—	—

For Freight:—

1. On main road and branches owned by company,	14,524 95	
2. To and from other connecting roads,	—	—
U. S. Mails,	713 00	
Rents, [and incidentals,]	8,818 63	
Total income,		47,679 60
[Loss,]		\$12,781 62
[Balance of last year, per report,]		2,180 92
[Actual loss over receipts,]		\$10,600 70

The Directors of the Essex Railroad Company do hereby make the Eighth Annual Report of their acts and doings, under their acts of incorporation, in the within return, according to the form prescribed by the legislature.

DAVID PINGREE.
NATHANIEL B. MANSFIELD.
N. WESTON.
EBEN SUTTON.
HENRY G. GRAY.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, *December 28, 1853.* Then personally appeared, the above-named David Pingree, Nathaniel B. Mansfield, N. Weston, Eben Sutton and Henry G. Gray, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

J. B. PARKER, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

FAIRHAVEN BRANCH RAILROAD COMPANY.

Return of the Fairhaven Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$200,000 00
Increase of capital, since last report,	\$100,000 00	
Capital paid in, per last report,	40,000 00	
Capital paid in, since last report,	126,293 00	
Total amount of capital stock paid in,		166,978 00
Funded debt, per last report,	None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,	None.	
Floating debt, increase of, since last report,		
Total present amount of floating debt,		14,021 48
Total present amount of funded and floating debt,		14,021 48
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$ none; February, \$ none; March, \$ none; April, \$ none; May, \$3,703.44; June, \$17,488.46; July, \$9,159.78; August, \$8,702.22; September, \$4,998.04; October, \$8,089.59; November, \$11,229.25; December, \$14,021.48.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	None.	
For graduation and masonry, paid during the past year,	38,160 04	
Total amount expended for graduation and masonry,		38,160 04
For wooden bridges, per last report,	None.	
For wooden bridges, paid during the past year,	201 46	
Total amount expended for wooden bridges,		201 46
Total amount expended for iron bridges, (if any),	None.	
For superstructure, including iron, per last report,		
For superstructure, including iron, paid during the past year,		85,425 25
Total amount expended for superstructure, including iron,		85,425 25
For stations, buildings, and fixtures, per last report,	None.	

For stations, buildings, and fixtures paid during the past year,	\$6,162 76	
Total amount expended for stations, buildings and fixtures,		\$6,162 76
For land, land-damages and fences, per last report,	21,408 74	
For land, land-damages and fences, paid during the past year,	13,864 09	
Total amount expended for land, land-damages, fences [and wharf],		35,272 83
For locomotives, per last report,	None.	
For locomotives paid during the past year,	4,500 00	
Total amount expended for locomotives,		4,500 00
For passenger and baggage cars, per last report,	None.	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,	4,070 00	4,070 00
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	559 92	
For engineering, paid during the past year,	3,660 33	
Total amount expended for engineering,		4,220 25
For agencies and other expenses, per last report,	None.	
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies, and other expenses,		
Total cost of road and equipment,	Not finished.	

CHARACTERISTICS OF ROAD.

Length of road, [as located],	15 miles and 400 feet.
Length of single main track,	Not finished.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	
Weight of rail per yard in main road,	Not completed.
Weight of rail per yard in branch roads,	56 lbs.
Specify the different weights per yard,	- -
Maximum grade, with its length in main road,	Not fully determined.
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature in main road,	
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	90 feet.
Aggregate length of all other wooden bridges,	Not completed.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	Three-fourths.
Number of public ways crossed at grade,	Not fully determined.

Number of railroads crossed at grade,	.	.	.	.	.	-	-
Remarks,	.	.	.	.	.	} This road is in a state of forwardness, but nothing finished.	
Way stations for express trains,	.	.	.	.	.
Way stations for accommodation trains,	.	.	.	.	.	Not fully determined.	
Flag stations,	.	.	.	.	.	Not fully determined.	
Whole number of way stations,	.	.	.	.	.
Whole number of flag stations,	.	.	.	.	.	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	.	.	.	.	.	} Not in operation.	
Miles run by freight trains,	.	.	.	.	.
Miles run by other trains,	.	.	.	.	.
Total miles run,	.	.	.	.	.
Number of passengers carried in the cars,	.	.	.	.	.
Number of passengers carried one mile,	.	.	.	.	.
Number of tons of merchandise carried in the cars,	.	.	.	.	.
Number of tons of merchandise carried one mile,	.	.	.	.	.
Number of passengers carried one mile, to and from other roads,	.	.	.	.	.
Number of tons carried one mile to and from other roads,	.	.	.	.	.
Rate of speed adopted for express passenger trains, including stops,	.	.	.	.	.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	.	.	.	.	.
Rate of speed adopted for accommodation trains,	.	.	.	.	.
Rate of speed actually attained by accommodation trains, including stops and detentions,	.	.	.	.	.
Average rate of speed actually attained by special trains, including stops and detentions,	.	.	.	.	.
Average rate of speed adopted for freight trains, including stops and detentions,	.	.	.	.	.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	.	.	.	.	.
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	.	.	.	.	.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	.	.	.	.	.	} Not in operation.	
For repairs of wooden bridges,	.	.	.	.	.
For renewals of iron, including laying down,	.	.	.	.	.
For wages of switchmen, average per month,	.	.	.	.	.
For wages of gate-keepers, average per month,	.	.	.	.	.
For wages of signal men, average per month,	.	.	.	.	.
For wages of watchmen, average per month,	.	.	.	.	.
Number of men employed, exclusive of those engaged in construction,	.	.	.	.	.
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	.	.	.	.	.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	.	.	.	.	.
Total for maintenance of way,		

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$18 00
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For new locomotives to cover depreciation, . . .	}	None.
For repairs of passenger cars, . . .		
For new passenger cars to cover depreciation, . . .		
For repairs of merchandise cars, . . .		
For new merchandise cars to cover depreciation, . . .		
For repairs of gravel and other cars, . . .		
Total for maintenance of motive power and cars, . . .	}	None.
Number of engines, . . .		
Number of passenger cars, . . .		
Number of baggage cars, . . .		
Number of merchandise cars, . . .		
Number of gravel cars, . . .		10

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—	}	None.
Wood, . . .		
Coal, . . .		
For oil used by cars and engines, . . .		
For waste and other material for cleaning, . . .		
For salaries, wages, and incidental expenses, chargeable to passenger department, . . .		
For salaries, wages, and incidental expenses, chargeable to freight department, . . .		
For gratuities and damages, . . .		
For taxes and insurance, . . .		
For ferries, . . .		
For repairs of station buildings, aqueducts, fixtures, furniture, . . .		
For interest, . . .		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . .		
For amount paid other companies, as rent for use of their roads, specifying each company, . . .		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .		\$2,630 42
Total miscellaneous, . . .		—
Total expenditures for working the road, . . .		Not completed.

INCOME DURING THE YEAR.

For Passengers:—	}	Not in operation.
1. On main road, including branches owned by company, . . .		
2. To and from other roads, specifying what, . . .		
For Freight:—		
1. On main road and branches owned by company, . . .	}	Not in operation.
2. To and from other connecting roads, . . .		
United States mails, . . .		
Rents, . . .		\$128 82
Total income, . . .		\$128 82
Net earnings, after deducting expenses, . . .		—

DIVIDENDS.

Per cent. Total, . . .	}	Not in operation.
Surplus not divided, . . .		

Surplus last year,	.	.	.	.	.	} Not in operation.
Total surplus,	.	.	.	.	.
ESTIMATED DEPRECIATION BEYOND THE RENEW-						
ALS, VIZ.:						
Road and bridges,	.	.	.	.	.	} Not in operation.
Buildings,	.	.	.	.	.
Engines and cars,	.	.	.	.	.

Made up to December 20, 1853.

HERVEY TRIPP, *Treasurer.*

Our road is now under construction. The rail iron for the road was contracted for in October, 1852, all of which has been delivered, and payment made in full. The sleepers were also contracted for in the fall of 1852; nearly all of them have been delivered, and paid for by the company. The rails are to be laid, permanently, in the course of next spring, and the contractor has agreed to have the road finished and ready for running the passenger cars in the month of May next.

E. SAWIN.
WM. L. B. GIBBS.
LORING MEIGS.
NATHANIEL CHURCH
J. F. TERRY.
LEM'L C. TRIPP.

BRISTOL, ss. FAIRHAVEN, *December 28, 1853.* Then personally appeared, Ezekiel Sawin, W. L. B. Gibbs, Loring Meigs, Nathaniel Church, J. F. Terry, Lem'l C. Tripp, Directors of the Fairhaven Branch Railroad Company, and made oath that the foregoing returns, by them subscribed, are true, according to their best knowledge and belief.

Before me,

JOHN TERRY, *Justice of the Peace.*

EIGHTH ANNUAL REPORT
OF THE
FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized,]		\$1,200,000 00
Increase of capital, since last report,		-
Capital paid in, per last report,	\$1,050,000 00	
Capital paid in, since last report,		-
Total amount of capital stock paid in,		1,050,000 00
[Debts, receivable, stock and cash,]	94,744 96	
[Debts, payable,]	6,208 43	
[Balance in company's favor,]		88,536 53
[Materials on hand for operating, for repairs, and for new work, valued at,]		41,232 89
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	254,000 00	
For graduation and masonry, paid during the past year,		-
Total amount expended for graduation and masonry,		254,000 00
For wooden bridges, per last report,	7,000 00	
For wooden bridges, paid during the past year,		-
Total amount expended for wooden bridges,		7,000 00
Total amount expended for iron bridges, (if any,)	No iron bridges.	
For superstructure, including iron, per last report,	400,000 00	
For superstructure, including iron, paid during the past year,		-
Total amount expended for superstructure, including iron,		400,000 00
For stations, buildings and fixtures, per last report,	77,000 00	
For stations, buildings and fixtures, paid during the past year,		-
Total amount expended for stations, buildings and fixtures,		77,000 00
For land, land-damages and fences, per last report,	130,000 00	
For land, land-damages and fences, paid during the past year,		-
Total amount expended for land, land-damages and fences,		130,000 00
For locomotives, per last report,	66,000 00	
For locomotives, paid during the past year,		-
Total amount expended for locomotives,		66,000 00
For passenger and baggage cars, per last report,	41,000 00	
For passenger and baggage cars, paid during the past year,		-
Total amount expended for passenger and baggage cars,		41,000 00

For merchandise cars, per last report,	\$12,245 10	
For merchandise cars, paid during the past year,	—	—
Total amount expended for merchandise cars,		\$42,245 10
For engineering, per last report,	30,000 00	
For engineering, paid during the past year,	—	—
Total amount expended for engineering,		30,000 00
For agencies and other expenses, per last report,	2,754 90	
For agencies and other expenses, paid during the past year,	—	—
Total amount expended for agencies and other expenses,		2,754 90
Total cost of road and equipment,		\$1,050,000 00

CHARACTERISTICS OF ROAD.

Length of road,	42 and 242-1000 miles.
Length of single main track,	} All single.
Length of double main track,	
Length of branches owned by the company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	6 miles.
Weight of rail, per yard, in main road,	54, 56, 57, and 60 lbs.
Weight of rail, per yard, in branch roads,	—
Specify the different weights per yard,	—
Maximum grade, with its length, in main road,	44 ⁸⁸ / ₁₀₀ ft.—length 2,400 ft.
Maximum grade, with its length, in branch roads,	—
Total rise and fall in main road,	874 feet.
Total rise and fall in branch roads,	—
Shortest radius of curvature, with length of curve, in main road,	955 feet for 400 feet.
Shortest radius of curvature, with length of curve, in branch roads,	—
Total degrees of curvature, in main road,	685° 36' 54" 5'''.
Total degrees of curvature, in branch roads,	—
Total length of straight line, in main road,	30 338-1000 miles.
Total length of straight line, in branches,	—
Aggregate length of wooden truss bridges,	67 feet.
Aggregate length of all other wooden bridges,	802 "
Aggregate length of iron bridges,	—
Whole length of road unfenced on both sides,	All fenced.
Number of public ways crossed at grade,	49
Number of railroads crossed at grade,	1
Remarks,	Extension contemplated.
Way stations for express trains,	2
Way stations for accommodation trains,	7
Flag stations,	9
Whole number of way stations,	7
Whole number of flag stations,	9

DOINGS DURING THE YEAR.

Miles run by passenger trains,	90,225	
Miles run by freight trains,	55,938	
Miles run by other trains,	1,887	
Total miles run,		148,050
Number of passengers carried in the cars,	358,173	
Number of passengers carried one mile,	7,453,708	
Number of tons of merchandise carried in the cars,	99,234	

Number of tons of merchandise carried one mile, .	2,818,595
Number of passengers carried one mile, to and from other roads, .	6,910,565
Number of tons carried one mile, to and from other roads, .	2,440,614
Rate of speed adopted for express passenger trains, including stops, .	32 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	32 " "
Rate of speed adopted for accommodation trains, .	22 " "
Rate of speed actually attained by accommodation trains, including stops and detentions, .	22 " "
Average rate of speed actually attained by special trains, including stops and detentions, .	22 " "
Average rate of speed adopted for freight trains, including stops and detentions, .	13 " "
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, .	4,807,840
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, .	4,881,693

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, .	\$28,962 67
For repairs of wooden bridges, .	28 96
For renewals of iron, including laying down, .	{ Laid down some 260 tons, new iron.
For wages of switchmen, average per month, \$30 00	
For wages of gate-keepers, average per month, 30 00	Total, } 2,190 41
For wages of signal men, average per month, 30 00	
For wages of watchmen, average per month, 30 00	
Number of men employed, exclusive of those engaged in construction, .	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), .	190
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .	4 97
Total for maintenance of way, .	\$31,187 01

MOTIVE POWER AND CARS.

For repairs of locomotives, .	5,024 14
For new locomotives to cover depreciation, .	8,000 00
For repairs of passenger cars, .	7,682 06
For new passenger cars to cover depreciation, [two passenger cars and one baggage car,] .	6,200 00
For repairs of merchandise cars, .	10,795 59
For new merchandise cars to cover depreciation, .	1,800 00
For repairs of gravel and other cars, .	{ Included in merchandise cars.
Total for maintenance of motive power and cars, .	
Number of engines, .	10
Number of passenger cars, .	19
Number of baggage cars, .	10—3 of which are platform.
Number of merchandise cars, .	{ 146
Number of gravel cars, .	
[Number of passenger cars for second class passengers,] .	3

MISCELLANEOUS.

For fuel used by engines during the year, viz:—

Wood, [\$26,616.43,]			
Coal, [used at stations and in workshops, \$1,108.77]			
For oil used by cars and engines, [and in offices,]			
For waste and other material for cleaning, . . .			
For salaries, wages and incidental expenses, charge- able to passenger department, . . .			
For salaries, wages and incidental expenses, charge- able to freight department, . . .			
For gratuities and damages, . . .			
For taxes and insurance, . . .			
For ferries, . . .			
For repairs of station buildings, aqueducts, fixtures, furniture, . . .			
For interest, . . .			
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, . . .			
For amount paid other companies, as rent for use of their roads, specifying each company, . . .			
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .			
Total miscellaneous, . . .			
Total expenditures for working the road, . . .			

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company, . . .		
2. To and from other roads, specifying what, . . .		

For Freight:—

1. On main road and branches owned by company, . . .		
2. To and from other connecting roads, . . .		
U. S. Mails, [\$2,683.26; interest, \$1,289.69,] . . .		
Rents, [\$429.32; Expresses, \$4,147.70,] . . .		
Total income, . . .		

Net earnings, after deducting expenses, . . .

DIVIDENDS.

8 per cent. Total, . . .		
Surplus not divided, . . .		
Surplus last year, . . .		
Total surplus, . . .		

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, . . .		
Buildings, . . .		
Engines and cars, . . .		

Property kept good.

ACCIDENTS.

On the evening of 8th of October, Mr. Thomas Ryan, a foreigner by birth, when walking on the track near the Myrick Station, was run upon by the steamboat train, thrown therefrom, and his left foot and leg badly fractured. He was taken to Fall River, amputation was performed, and he is now measurably recovered.

Another and more serious accident occurred on the evening of the 21st of November. Two trains—the steamboat and the Bridgewater special—were running in the same direction, and in close proximity to each other. The steamboat train was the advance train, and became disabled by the breaking of a wheel of the second class car. The train was stopped, and the conductor, with lantern in hand, the usual signal for such purposes in the night time, ran back to stop the special train. The signal, however, from the darkness of the night (it being foggy,) or from some other cause, was not seasonably noticed. The result was the running of the special into the steamboat train, and with such force as entirely to bury the engine and most of the tender in the rear car. Fortunately, however, few passengers were in the car, but of those who were, several were seriously injured. They were not so much bruised, but from the effects of the steam that escaped from the boiler, were badly scalded—so badly, that one, Mr. F. A. Babcock, of St. Andrews, New Brunswick, died of his wounds on the third day following, and three others, Captains Kent and Winchenbach, of Boston, and Mr. Parsons, a school teacher of Lynn, yet remain confined to their rooms. Of their ultimate recovery, however, there are confident hopes, and there are also hopes that the healing may be measurably perfect. Others were injured, but not seriously.

Subsequently, another accident occurred. It was on the 5th of December—since the close of the business year. Mr. James Hoskins, a person long in the company's employ as a switchman and laborer at Myrick's Station, when making an effort to get upon cars that had been switched off for the purpose of stopping them, missed his hold, fell upon the rail, was run over, his leg badly broken, and he was otherwise injured so that he survived but a few hours.

All which is respectfully submitted.

NATH'L. B. BORDEN.

RICHARD BORDEN.

J. BORDEN.

P. H. PEIRCE.

ROYAL TURNER.

BRISTOL, ss. *Fall River, December 31, 1853.* Then personally appeared Nathaniel B. Borden, Richard Borden, and Jefferson Borden, and made oath that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief.

Before me,

ROBT. C. BROWN, *Justice of the Peace.*

PLYMOUTH, ss. *Middleborough, December 31, 1853.* Then personally appeared Peter H. Peirce, and made oath that the foregoing report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me,

PHILANDER WASHBURN, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 31, 1853.* Then personally appeared Royal Turner, and made oath that the foregoing report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me,

F. B. CROWNINSHIELD, *Justice of the Peace.*

TWELFTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$3,540,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$3,540,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		3,540,000 00
Funded debt, per last report,	100,000 00	
Funded debt, paid since last report,	} None.	
Funded debt, increase of, since last report,		
Total present amount of funded debt,		100,000 00
Floating debt, per last report,	10,000 00	
Floating debt paid since last report,	None.	
Floating debt, increase of, since last report,	81,500 00	
Total present amount of floating debt,		91,500 00
Total present amount of funded and floating debt,		191,500 00
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1852, \$140,000; January, 1853, \$170,000; February, \$183,000; March, \$163,000; April, \$173,000; May, \$189,660; June, \$189,660; July, \$198,660; August, \$190,500; September, \$191,500; October, \$191,500; November, \$191,500.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	741,048 35	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		741,048 35
For wooden bridges, per last report,	176,007 25	
For wooden bridges, paid during the past year,	} [Nothing, but received, \$2,324.61]	
Total amount expended for wooden bridges,		173,682 64
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	1,064,405 74	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		1,064,405 74

For stations, buildings and fixtures, per last report, .	\$456,870 50	
For stations, buildings and fixtures, paid during the past year, .	85,238 80	
Total amount expended for stations, buildings and fixtures, .		\$542,109 30
For land, land-damages and fences, per last report, .	716,588 84	
For land, land-damages and fences paid during the past year, .	282 31	
Total amount expended for land, land-damages and fences, .		716,871 15
For locomotives, per last report, .	208,265 12	
For locomotives, paid during the past year, .	Nothing.	
Total amount expended for locomotives, .		208,265 12
For passenger and baggage cars, per last report, .	52,150 20	
For passenger and baggage cars, paid during the past year, .	Nothing.	
Total amount expended for passenger and baggage cars, .		52,150 20
For merchandise cars, per last report, .	169,149 32	
For merchandise cars, paid during the past year, .	Nothing.	
Total amount expended for merchandise cars, .		169,149 32
For engineering, per last report, .	49,188 28	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .		49,188 28
For agencies and other expenses, per last report, .	Nothing.	
For agencies and other expenses, paid during the past year, .		
Total amount expended for agencies, and other expenses, .		
Total cost of road and equipment, .		\$3,716,870 10

CHARACTERISTICS OF ROAD.

Length of road, .	50 93-100 miles.
Length of single main track, .	None.
Length of double main track, .	50 93-100 miles.
Length of branches owned by the company, stating whether they have a single or double track, .	16 85-100 miles, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	17 4-10 miles.
Weight of rail, per yard, in main road, .	56 to 60 lbs.
Weight of rail, per yard, in branch roads, [except Lancaster and Sterling Branch, which is 49 lbs.], .	56 lbs.
Specify the different weights per yard, .	{ Old track 56 lbs., new do. 58 lbs. and 60 lbs.
Maximum grade, with its length, in main road, [made up of four separate planes, in different parts of the road,] .	{ 40 feet—5 12-100 miles in the aggregate.
Maximum grade, with its length, in branch roads, .	46 feet, length 4,600 feet.
Total rise and fall in main road, .	739½ ft. rise, 313½ ft. fall.
Total rise and fall in branch roads, .	156 4-10 feet.
Shortest radius of curvature, with length of curve, in main road, .	818 feet, 500 feet long.
Shortest radius of curvature, with length of curve, in branch roads, .	385 feet, 530 feet long.
Total degrees of curvature, in main road, .	1,694½°.
Total degrees of curvature, in branch roads, .	1,291°.
Total length of straight line, in main road, .	34 67-100 miles.
Total length of straight line, in branches, .	11 88-100 miles.

Aggregate length of wooden truss bridges, .	490 feet.
Aggregate length of all other wooden bridges, .	7,376 feet.
Aggregate length of iron bridges, .	} None.
Whole length of road unfenced on both sides, .	
Number of public ways crossed at grade, .	88 on main road and bran.
Number of railroads crossed at grade, .	4
Remarks, .	
Way stations for express trains, .	2 up and 3 down.
Way stations for accommodation trains, .	15 on the main line.
Flag stations, .	10 " "
Whole number of way stations, .	27 on main line and bran.
Whole number of flag stations, .	20 " " "

DOINGS DURING THE YEAR.

Miles run by passenger trains, .	286,523	
Miles run by freight trains, .	155,119	
Miles run by other trains, .	19,957	
Total miles run, .		461,599
Number of passengers carried in the cars, .	1,269,675	
Number of passengers carried one mile, .	17,314,206	
Number of tons of merchandise carried in the cars, .	430,606	
Number of tons of merchandise carried one mile, .	12,180,140	
Number of passengers carried one mile, to and from other roads, .	6,711,912	
Number of tons carried one mile, to and from other roads, .	8,124,446	
Rate of speed adopted for express passenger trains, including stops, .	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	31 " "	
Rate of speed adopted for accommodation trains, .	24½ " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, .	23½ " "	
Average rate of speed actually attained by special trains, including stops and detentions, .	17 " "	
Average rate of speed adopted for freight trains, including stops and detentions, .	12½ " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, .	10,216,217	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, .	19,488,221	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$44,532 86	
For repairs of wooden bridges, .	7,277 78	
For renewals of iron, including laying down, .	17,743 26	
For wages of switchmen, average per month, \$27 55		
For wages of gate-keepers, average per month, 23 71		
For wages of signal-men, average per month, 28 00		
For wages of watchmen, average per month, 29 77		
Number of men employed, exclusive of those engaged in construction, .	501	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), .	782 17	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .	1,799 26	
Total for maintenance of way, .		\$87,284 05

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$20,834 06	
For new locomotives to cover depreciation,	15,305 66	
For repairs of passenger cars,	8,877 08	
For new passenger cars to cover depreciation,	4,596 84	
For repairs of merchandise cars,	7,979 94	
For new merchandise cars to cover depreciation,	14,204 56	
For repairs of gravel and other cars,	499 35	
Total for maintenance of motive power and cars,		\$72,297 49
Number of engines,	27	
Number of passenger cars,	30	
Number of baggage cars,	8 8-wheel, 3 4-wheel.	
Number of merchandise cars,	176 8-wheel, 218 4-wheel.	
Number of gravel cars,	36	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	\$77,112 92	
Wood,	—	
Coal, [not used by engines,]	3,296 70	
For oil used by cars and engines,	9,020 98	
For waste and other material for cleaning,	1,323 54	
For salaries, wages and incidental expenses, charge- able to passenger department,	46,287 79	
For salaries, wages and incidental expenses, charge- able to freight department,	65,188 23	
For gratuities and damages,	3,030 29	
For taxes and insurance,	8,106 32	
For ferries,	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture,	6,603 46	
For interest, [exclusive of \$6,000 charged to passen- ger expenses,]	3,911 97	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company, [Peterboro' and Shirley R. R. in Mass.,]	19,047 82	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	9,514 51	
Total miscellaneous,		252,444 53
Total expenditures for working the road,		\$412,026 07

INCOME DURING THE YEAR.**For Passengers:—**

1. On main road, including branches owned [or leased by this company],	192,670 36
2. To and from other roads, specifying what, [Vt. & Mass., Cheshire, Worc. & Nashua, Stony Brook, Harvard Branch, and Peterboro' & Shirley in N. H.,]	89,212 85

For Freight:—

1. On main road and branches owned by com- pany,	141,380 43
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2. To and from other connecting roads, [Ver. & Mass., Cheshire, Fitchburg & Worc., Worc. & Nashua, Stony Brook, and Peterboro & Shirley in N. H.,]					\$195,418 14	
U. S. Mail's,	.	.	.	.	5,478 66	
Rents, [&c.]	.	.	.	.	2,499 29	
Total income,	.	.	.	.		\$626,659 73
Net earnings, after deducting expenses,						\$214,633 66
DIVIDENDS.						
6 per cent. Total,	.	.	.	.		212,400 00
Surplus not divided,	.	.	.	.	159,419 22	
Surplus last year,	.	.	.	.	157,185 56	
Total surplus,	.	.	.	.		159,836 74
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:						
Road and bridges,	.	.	.	.	—	—
Buildings,	.	.	.	.	—	—
Engines and cars,	.	.	.	.	—	—

ACCIDENTS.

January 4.—At Fitchburg, James Clinton, brakeman on a cattle train, while standing upon the top of a car, was knocked off and killed.

February 3.—Near Porter's Station, John Goddard, an insane man, was found lying on the track, dead; supposed to have been run over by a train in the night, while walking on the track.

February 15.—At Prospect Street, Charles Clogston, brakeman on a freight train, was knocked from the train and so much injured that he died February 24th.

March 9.—David Landerkin, while walking on the track of the Watertown Branch, near the brick yards, was run over and killed.

July 1.—J. McCarthy, a laborer in the freight yard at Charlestown, while shackling cars, was caught between them and so much injured that he died.

August 16.—A brakeman on a freight train, named Orren Hughes, was knocked from the cars at Prospect Street Bridge, and killed.

August 16.—At South Acton, a child named Betsey Brown, was injured while attempting to cross the track in front of an approaching train.

September 5—Norman Snell, brakeman on a freight train, was knocked from the train at a bridge in Lincoln, and killed.

October 10.—James A. Nichols, brakeman on a freight train, fell between the cars at Groton Junction, was run over and killed.

Respectfully submitted by

JACOB FORSTER,
HORATIO ADAMS,
ALVAH CROCKER,
ISRAEL LONGLEY,
HENRY TIMMINS,
E. HASKET DERBY,
Directors.

SUFFOLK, ss. *December 28, 1853.* Then personally appeared, the above-named Jacob Forster, Horatio Adams, Alvah Crocker, Israel Longley, Henry Timmins and E. Hasket Derby, and severally made oath, that the foregoing declarations, by them subscribed, are, according to their best belief and knowledge, true.

Before me,

JOHN P. WELCH, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
FITCHBURG AND WORCESTER RAILROAD
COMPANY.

*Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,		\$500,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	\$213,128 55	
Capital paid in, since last report,	19,640 00	
Total amount of capital stock paid in,		232,768 55
Funded debt, per last report,	81,391 12	
Funded debt, paid since last report,	22,345 12	
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt,	59,146 00	
Floating debt, per last report,	6,425 95	
Floating debt, paid since last report,	-	-
Floating debt, increase of, since last report,	6,447 54	
Total present amount of floating debt,		12,873 49
Total present amount of funded and floating debt,		72,019 49
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, 1853, \$87,829.89; February, \$87,703.89; March, \$86,467.93; April, \$84,083 02; May, \$80,622.58; June, \$79,647.58; July, \$77,156.47; August, \$76,367.79; September, \$76,167.79; October, \$73,008.04; November, \$72,019.49; December, 1852, \$88,007.59.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	105,272 82	
For graduation and masonry, paid during the past year,	4 50	
Total amount expended for graduation and masonry,		105,277 32
For wooden bridges, per last report,	1,677 92	
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,		1,677 92
Total amount expended for iron bridges, (if any,)	-	-
For superstructure, including iron, per last report,	98,477 54	
For superstructure, including iron, paid during the past year,	1,006 08	
Total amount expended for superstructure, including iron,		99,483 62

For stations, buildings and fixtures, per last report, .	\$13,305 39	
For stations, buildings and fixtures, paid during the past year, .	4,973 07	
Total amount expended for stations, buildings and fixtures, .		\$18,278 46
For land, land-damages and fences, per last report, .	30,409 24	
For land, land-damages and fences, paid during the past year, .	152 40	
Total amount expended for land, land-damages and fences, .		30,561 64
For locomotives, per last report, .	14,215 10	
For locomotives, paid during the past year, .	16 00	
Total amount expended for locomotives, .		14,231 10
For passenger and baggage cars, per last report, .	5,418 00	
For passenger and baggage cars, paid during the past year, .	563 40	
Total amount expended for passenger and baggage cars, .		5,981 40
For merchandise cars, per last report, .	12,265 12	
For merchandise cars, paid during the past year, .	—	—
Total amount expended for merchandise cars, .		12,265 12
For engineering, per last report, .	7,699 09	
For engineering, paid during the past year, .	22 50	
Total amount expended for engineering, .		7,721 59
For agencies and other expenses, per last report, .	23,488 53	
For agencies and other expenses, paid during the past year, .	192 47	
Total amount expended for agencies and other expenses, .		23,681 00
Total cost of road and equipment, .		\$319,159 17

CHARACTERISTICS OF ROAD.

Length of road, .	13 993-1000 miles.
Length of single main track, .	13 994-1000 miles.
Length of double main track, .	—
Length of branches owned by the company, stating whether they have a single or double track, .	—
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	1 731-1000 miles.
Weight of rail, per yard, in main road, .	54 lbs.
Weight of rail, per yard, in branch roads, .	—
Specify the different weights per yard, .	—
Maximum grade, with its length, in main road, .	{ 39 $\frac{6}{10}$ ft. per mile for 3 $\frac{902}{1000}$ miles, except $\frac{28}{1000}$ of a mile of 61 $\frac{77}{100}$ ft. per mile at crossing of Fitchburg Railroad.
Maximum grade, with its length, in branch roads, .	—
Total rise and fall in main road, .	304 3-16 feet.
Total rise and fall in branch roads, .	—
Shortest radius of curvature, with length of curve, in main road, .	{ Radius 800 ft.; length of curve, 702 feet.
Shortest radius of curvature, with length of curve, in branch roads, .	—
Total degrees of curvature, in main road, .	805 48-60°.
Total degrees of curvature, in branch roads, .	—
Total length of straight line, in main road, .	7 369-1000 miles.

Total length of straight line, in branches, . . .	-	-
Aggregate length of wooden truss bridges, . . .	-	-
Aggregate length of all other wooden bridges, . . .	127 feet,	-
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	All fenced on both sides.	-
Number of public ways crossed at grade, . . .	17	-
Number of railroads crossed at grade, . . .	1	-
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accomodation trains, . . .	4	-
Flag stations, . . .	3	-
Whole number of way stations, . . .	4	-
Whole number of flag stations, . . .	3	-

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	26,350	-
Miles run by freight trains, . . .	8,708	-
Miles run by other trains, . . .	480	-
Total miles run, . . .	-	35,538
Number of passengers carried in the cars, . . .	52,571	-
Number of passengers carried one mile, . . .	697,101	-
Number of tons of merchandise carried in the cars, . . .	31,152	-
Number of tons of merchandise carried one mile, . . .	375,579	-
Number of passengers carried one mile, to and from other roads, . . .	522,830	-
Number of tons carried one mile to and from other roads, . . .	361,072	-
Rate of speed adopted for express passenger trains, including stops, . . .	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	-	-
Rate of speed adopted for accommodation trains, . . .	22 miles per hour.	-
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	22 " "	-
Average rate of speed actually attained by special trains, including stops and detentions, . . .	-	-
Average rate of speed adopted for freight trains, including stops and detentions, . . .	10½ " "	-
Estimated weight in tons of passenger cars (not including passengers), hauled one mile, . . .	Not estimated.	-
Estimated weight in tons of merchandise cars (not including freight), hauled one mile, . . .	" "	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$2,140 08	-
For repairs of wooden bridges, . . .	-	-
For renewals of iron, including laying down, . . .	-	-
For wages of switchmen, average per month, \$30 . . .	396 00	-
For wages of draw-keepers, average per month, . . .		
For wages of signal-men, average per month, . . .		
For wages for watchmen, average per month, . . .		
Number of men employed, exclusive of those engaged in construction, . . .	20	-
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	-	-
Total for maintenance of way, . . .	-	\$2,536 08

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$1,789 77	
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	524 81	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	575 56	
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	11 07	
Total for maintenance of motive power and cars,		\$2,901 21
Number of engines,	2	
Number of passenger cars,	3	
Number of baggage cars,	1	
Number of merchandise cars,	42, counting eight wheels	
Number of gravel cars,	as two cars.	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—		
Wood, \$3,922.23,	3,922 23	
Coal,	-	-
For oil used by cars and engines,	639 00	
For waste and other material for cleaning,	52 76	
For salaries, wages and incidental expenses, charge- able to passenger department,	2,950 21	
For salaries, wages and incidental expenses, charge- able to freight department,	2,770 57	
For gratuities and damages,	94 15	
For taxes and insurance,	239 41	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	22 29	
For interest,	4,559 90	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,776 72	
Total miscellaneous,		17,027 24
Total expenditures for working the road, [including interest on debt,]		\$22,464 53

INCOME DURING THE YEAR.**For Passengers:—**

1. On main road, including branches owned by company,	16,804 33	
2. To and from other roads, specifying what,	-	-

For Freight:—

1. On main road and branches owned by company,	16,267 54	
2. To and from other connecting roads,	-	-
U. S. Mails,	696 44	
Rents, [Express and miscellaneous receipts,]	2,437 63	
Total income,		36,205 94

Net earnings, after deducting expenses, [and inter- est,]		\$13,741 41
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DIVIDENDS.					
6 per cent. [on first and second preferred stock,]	.			.	\$7,428 00
Surplus not divided,	\$6,313 41
Surplus last year, .	.	.	.	.	20,143 74
Total surplus, .	.	.	.	.	26,457 15

No accident during the year.

IVERS PHILLIPS.
JAMES H. CARTER.
JOSEPH HASKELL.
SAM'L. HOUGHTON.
NATH'L. WOOD.

WORCESTER, ss. *December 22, 1853.* Then personally appeared Ivers Phillips, James H. Carter, Joseph Haskell, Samuel Houghton, and Nathaniel Wood, above-named, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

EBENEZER TORREY, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

GRAND JUNCTION RAILROAD AND DEPOT
COMPANY.

*Return of the Grand Junction Railroad and Depot Company, under the Act of
May 1, 1849, chap. 191.*

Capital stock,		\$1,200,000 00
Increase of capital, since last report,	—	—
Capital paid in, per last report,	\$793,151 58	
Capital paid in, since last report,	42 98	
Total amount of capital stock paid in,		793,194 56
Funded debt, per last report,	451,000 00	
Funded debt, paid since last report,	—	—
Funded debt, increase of, since last report,	50,738 72	
Total present amount of funded debt,		501,738 72
Floating debt, per last report,	65,703 09	
Floating debt, paid since last report,	—	—
Floating debt, increase of, since last report,	20,902 42	
Total present amount of floating debt,		86,605 51
Total present amount of funded and floating debt,		588,344 23
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$524,622.83; February, \$527,258.83; March, \$554,116.61; April, \$568,304.37; May, \$578,126.21; June, \$587,251.80; July, \$590,346.20; August, \$579,793.72; September, \$596,043.97; October, \$588,344.23; November, \$588,344.23; December, \$588,344.23.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	115,234 52	
For graduation and masonry, paid during past year,	6,756 20	
Total amount expended for graduation and masonry,		121,990 72
For wooden bridges, per last report,	44,130 71	
For wooden bridges, paid during the past year,	5,199 91	
Total amount expended for wooden bridges,		49,330 62
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	41,363 89	
For superstructure, including iron, paid during the past year,	19,460 65	
Total amount expended for superstructure, including iron,		60,824 54
For stations, buildings and fixtures, per last report,	51 41	

For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,		\$51 41
For land, land-damages, fences, and [dredging docks,] &c., per last report,	\$829,303 06	
For land, land-damages fences, and [dredging docks,] &c., paid during the past year,	26,713 47	
Total amount expended for land, land-damages, fences and [dredging docks,] &c.,		856,016 53
For [warehouses,] per last report,	36,388 01	
For [warehouses,] paid during the past year,	513 20	
Total amount expended for [warehouses,]		36,901 21
For passenger and baggage cars, per last report,	-	-
Paid during the past year, [stationary engine,]	1,200 00	
Total amount expended for [stationary engine,]		1,200 00
For merchandise cars, per last report,	446 01	
For merchandise cars, paid during the past year,	346 04	
Total amount expended for merchandise cars,		792 05
For engineering, per last report,	15,677 73	
For engineering, paid during the past year,	1,482 14	
Total amount expended for engineering,		17,159 87
For agencies and other expenses, per last report,	} Nothing.	
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		\$1,385,711 87

CHARACTERISTICS OF ROAD.

Length of road,	649 miles.	
Length of single main track,	9,122 feet.	
Length of double main track,	15,270 feet.	
Length of branches owned by the company, stating whether they have a single or double track,	None.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	9,777 feet.	[lbs.
Weight of rail, per yard, in main road,	64 27-100, and 56 and 47	
Weight of rail, per yard, in branch roads,	-	-
Specify the different weights, per yard,	-	-
Maximum grade, with its length in main road,	43 45-100 for 800 feet.	
Maximum grade, with its length, in branch roads,	-	-
Total rise and fall in main road,	26 6-10 feet.	
Total rise and fall in branch roads,	-	-
Shortest radius of curvature, with length of curve, in main road,	414 for 120 feet.	
Shortest radius of curvature, with its length of curve, in branch roads,	-	-
Total degrees of curvature, in main road,	384° 28'.	
Total degrees of curvature, in branch roads,	-	-
Total length of straight line, in main road,	15,375 feet.	
Total length of straight line, in branches,	-	-
Aggregate length of wooden truss bridges,	138 45-100 feet.	
Aggregate length of all other wooden bridges,	1,974 7-10 feet.	
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	14,592 feet.	
Number of public ways crossed at grade,	5	
Number of railroads crossed at grade,	2	

Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	5	-
Flag stations,	1	-
Whole number of way stations,	5	-
Whole number of flag stations,	1	-
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	-	-
Miles run by freight trains,	3,443	-
Miles run by other trains,	-	-
Total miles run,	-	3,443
Number of passengers carried in the cars,	-	-
Number passengers carried one mile,	-	-
Number of tons of merchandise carried in the cars,	10,270 1-8	-
Number of tons of merchandise carried one mile,	61,621	-
Number of passengers carried one mile, to and from other roads,	-	-
Number of tons carried one mile to and from other roads,	61,621	-
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	10 miles per hour.	-
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	8,244	-
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$238 48	-
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$26,	Total, }	-
For wages of gate-keepers, average per month, 26,		
For wages of signal-men, average per month, 26,		
For wages of watchmen, average per month,		
Number of men employed, exclusive of those engaged in construction,	20	-
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	\$238 48
MOTIVE POWER AND CARS.		
For repairs of locomotives,	-	-
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	-	-
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	47 20	-

For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	-	-
Total for maintenance of motive power and cars,	-	-
Number of engines,	-	-
Number of passenger cars,	-	-
Number of baggage cars,	-	-
Number of merchandise cars,	10	-
Number of gravel cars,	-	-
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	-	-
Wood,	-	-
Coal,	-	-
For oil used by cars and engines,	-	-
For waste and other material for cleaning,	-	-
For salaries, wages and incidental expenses, charge- able to passenger department,	-	-
For salaries, wages and incidental expenses, charge- able to freight department, [principally in ware- houses,]	\$6,785 60	-
For gratuities and damages,	-	-
For taxes and insurance,	1,234 60	-
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-
For interest, [commissions, &c.,]	28,583 84	-
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company,	221 78	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	3,036 95	-
Total miscellaneous,	-	-
Total expenditures for working the road,	-	-
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	-	-
2. To and from other roads, specifying what,	-	-
<i>For Freight:—</i>		
[Wharfage and storage],	19,048 75	-
1. On main road and branches owned by com- pany,	-	-
2. To and from other connecting roads,	-	-
United States mails,	-	-
Rents,	17,005 00	-
Total income,	-	\$36,053 75
Net earnings, after deducting expenses,	-	-

SAML. S. LEWIS,
 BENJ. LAMSON,
 CHAS. J. HENDÉE,
 THOS. HOPKINSON,

Boston, December, 1853.

Directors.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *December*, 1853. Then personally appeared, Saml. S. Lewis, Benj. Lamson, Chas. J. Hendee, and Thos. Hopkinson, and made solemn oath that the above report, signed by them, is true and correct, to the best of their knowledge and belief.

Before me,

J. P. ROBINSON, *Justice of the Peace.*

Whole length of road unfenced on both sides, .	Whole road now being
Number of public ways crossed at grade, . .	34 [fenced.
Number of railroads crossed at grade, . .	1—Western R. R.
Remarks,	—
Way stations for express trains,	—
Way stations for accommodation trains, . .	—
Flag stations,	—
Whole number of way stations,	5
Whole number of flag stations,	—

We, the subscribers, Directors of the Hampshire and Hampden Railroad Corporation, certify that the above return of the receipts, expenditures, and general characteristics of the Hampshire and Hampden Railroad, which is now unfinished, is true, as appears by the books of the corporation, and according to our best knowledge and belief; the said corporation having been organized in June last.

SAMUEL WILLISTON.

WM. G. BATES.

C. LAFLIN.

CHAS. SMITH.

N. LYMAN STRONG.

DAVID DAMON.

January 14, 1854.

HAMPDEN, ss. *January 18, 1854.* Then personally appeared before me, the above-named Williston, Bates, Laffin, Smith, Strong, and Damon, and made oath to the truth of the above certificate, by them subscribed.

SAM'L FOWLER, *Justice of the Peace.*

ELEVENTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD
COMPANY.

Return of the Hartford and New Haven Railroad, under the Act of May 1, 1849, chap. 191, for the year ending 30th November, 1853.

Capital stock, [allowed by the charter in Mass.,]	\$300,000 00
Increase of capital, since last report,	
Capital paid in, per last report,	
Capital paid in, since last report,	
Total amount of capital stock paid in,	
Funded debt, per last report,	\$472,000 00
Funded debt, paid since last report,	112,000 00
Funded debt, increase of, since last report,	411,000 00
Total present amount of funded debt [of the Hartford and New Haven R. R. Co.]	771,000 00
Floating debt, per last report,	25,000 00
Floating debt, paid since last report,	—
Floating debt, increase of, since last report,	104,287 00
Total present amount of floating debt,	129,287 00
Total present amount of funded and floating debt,	900,287 00
Average rate of interest per annum, paid during the year,	7 per ct. on original funded debt, and 6 per ct. on new funded and floating debt.

Maximum amount of debt for each month during the year, viz.: January, \$629,982.25; February, \$629,982.25; March, \$629,982.25; April, \$679,982.25; May, \$739,000; June, \$772,000; July, \$855,000; August, \$797,000; September, \$797,000; October, \$857,000; November, \$900,287; December, 1852, \$522,000.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	—	—
For graduation and masonry, paid during the past year,	—	—
Total amount expended for graduation and masonry,	—	—
For wooden bridges, per last report,	—	—
For wooden bridges, paid during the past year,	—	—
Total amount expended for wooden bridges,	—	—
Total amount expended for iron bridges (if any),	—	—

For superstructure, including iron, per last report, .	\$171,252 65	
For superstructure, including iron, paid during the past year, [for double track,]	61,062 00	
Total amount expended for superstructure, including iron, [land for road way, and fencing,]	17,132 39	\$232,314 65
For stations, buildings, and fixtures, per last report, .	-	-
For stations, buildings, and fixtures paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	17,132 39
For land, land-damages and fences, per last report, .	-	-
For land, land-damages and fences, paid during the past year,	-	-
Total amount expended for land,	-	44,617 77
For locomotives, per last report,	}	Equipped and operated by the Hartford and New Haven Railroad Co. in Connecticut.
For locomotives paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,		
For engineering, paid during the past year,		
Total amount expended for engineering,		
For agencies and other expenses, per last report,		
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies, and other expenses,		
Total cost of road and equipment,		

CHARACTERISTICS OF ROAD.

Length of road,	5.87 miles.
Length of single main track,	
Length of double main track,	5.87 miles.
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	1 $\frac{48}{100}$ miles.
Weight of rail per yard in main road,	57 lbs.
Weight of rail per yard in branch roads,	-
Specify the different weights per yard,	57 lbs.
Maximum grade, with its length in main road,	17.58 ft.—length $\frac{52}{100}$ miles.
Maximum grade, with its length in branch roads,	-
Total rise and fall in main road,	31.61 feet.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road,	477 $\frac{1}{2}$ ft.—length $\frac{1}{10}$ mile.
Shortest radius of curvature, with length of curve, in branch roads,	-
Total degrees of curvature in main road,	227°.
Total degrees of curvature in branch roads,	-
Total length of straight line in main road,	4.25 miles.
Total length of straight line in branches,	-

Aggregate length of wooden truss bridges, .	82 feet.	
Aggregate length of all other wooden bridges, .	—	—
Aggregate length of iron bridges, .	—	—
Whole length of road unfenced on both sides, .	—	—
Number of public ways crossed at grade, .	7	
Number of railroads crossed at grade, .	—	—
Remarks, .	—	—
Way stations for express trains, .	—	—
Way stations for accommodation trains, .	—	—
Flag stations, .	1—at Longmeadow.	
Whole number of way stations, .	—	—
Whole number of flag stations, .	1	

DOINGS DURING THE YEAR.

Miles run by passenger trains, .	22,536 miles.	
Miles run by freight trains, .	7,512 “	
Miles run by other trains, .	2,945 “	
Total miles run, .		33,093
Number of passengers carried in the cars, .	244,143	
Number of passengers carried one mile, .	1,434,119	
Number of tons of merchandise carried in the cars, .	81,973	
Number of tons of merchandise carried one mile, .	481,590	
Number of passengers carried one mile, to and from other roads, .	—	—
Number of tons carried one mile to and from other roads, .	—	—
Rate of speed adopted for express passenger trains, including stops, .	39 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, .	39 “	
Rate of speed adopted for accommodation trains, .	30 “	
Rate of speed actually attained by accommodation trains, including stops and detentions, .	23 “	
Average rate of speed actually attained by special trains, including stops and detentions, .	—	—
Average rate of speed adopted for freight trains, including stops and detentions, .	12 “	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, .	—	—
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, .	—	—

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	}	\$13,621 66	
For repairs of wooden bridges, .			
For renewals of iron, including laying down, .	Total, }	1,440 00	
For wages of switchmen, average per month, \$30, .			
For wages of gate-keepers, average per month, .			
For wages of signal-men, average per month, .			
For wages of watchmen, average per month, \$30, .	}	38	
Number of men employed, exclusive of those engaged in construction, .			
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), .	}	Operated and paid by the Hartford and New Haven Railroad Co. in Connecticut.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .			
Total for maintenance of way, .			

MOTIVE POWER AND CARS.

For repairs of locomotives, . . . . .	.	.	.	.
For new locomotives to cover depreciation, . . . . .	.	.	.	.
For repairs of passenger cars, . . . . .	.	.	.	.
For new passenger cars to cover depreciation, . . . . .	.	.	.	.
For repairs of merchandise cars, . . . . .	.	.	.	.
For new merchandise cars to cover depreciation, . . . . .	.	.	.	.
For repairs of gravel and other cars, . . . . .	.	.	.	.
Total for maintenance of motive power and cars, . . . . .	.	.	.	.
Number of engines, . . . . .	.	.	.	.
Number of passenger cars, . . . . .	.	.	.	.
Number of baggage cars, . . . . .	.	.	.	.
Number of merchandise cars, . . . . .	.	.	.	.
Number of gravel cars, . . . . .	.	.	.	.

Owned and operated by
the Hartford and New
Haven Railroad Com-
pany in Connecticut, as
per former report.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—				
Wood, . . . . .	.	.	.	.
Coal, . . . . .	.	.	.	.
For oil used by cars and engines, . . . . .	.	.	.	.
For waste and other material for cleaning, . . . . .	.	.	.	.
For salaries, wages, and incidental expenses, charge- able to passenger department, . . . . .	.	.	.	.
For salaries, wages, and incidental expenses, charge- able to freight department, . . . . .	.	.	.	.
For gratuities and damages, . . . . .	.	.	.	.
For taxes and insurance, . . . . .	.	.	.	.
For ferries, . . . . .	.	.	.	.
For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	.	.	.	.
For interest, . . . . .	.	.	.	.
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, . . . . .	.	.	.	.
For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	.	.	.	.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	.	.	.	.
Total miscellaneous, . . . . .	.	.	.	.
Total expenditures for working the road, . . . . .	.	.	.	.

Paid by the Hartford and
New Haven Railroad
Company in Connecti-
cut.

INCOME DURING THE YEAR.**For Passengers:—**

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For Freight:—

1. On main road and branches owned by company, . . . . .	.	.	.	.
2. To and from other connecting roads, . . . . .	.	.	.	.
United States mails, . . . . .	.	.	.	.
Rents, . . . . .	.	.	.	.
Total income, . . . . .	.	.	.	.
Net earnings, after deducting expenses, . . . . .	.	.	.	.

To the Hartford and New
Haven Railroad Company
in Connecticut.

DIVIDENDS.					} To the Hartford and New Haven Railroad Co., in Connecticut,
Per cent.	Total,	.	.	.	
Surplus not dividèd,	.	.	.	.
Surplus last year,	.	.	.	.
Total surplus,	

CHAS. F. POND.

JAS. S. BROOKS,

CHAS. BOSWELL,

C. W. CHAPIN,

Directors.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. HARTFORD, *January 7, 1854.* Then and there personally appeared before the subscriber, by authority, a Justice of the Peace, within and for said County of Hartford, Charles F. Pond, James S. Brooks and Charles Boswell, Directors of the Hartford and New Haven Railroad Company, and made oath that the above and foregoing return by them subscribed, is true, to the best of their knowledge and belief.

N. SHIPMAN, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. *January 9, 1854.* Then personally appeared Chester W. Chapin, of Springfield, in said county, and made oath that the above return, by him subscribed, is true, to the best of his knowledge and belief.

Before me,

RICHARD D. MORRIS, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
HARVARD BRANCH RAILROAD.

Return of the Harvard Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,			\$40,000 00
Increase of capital, since last report,	None.		
Capital paid in, per last report,	\$20,780 00		
Capital paid in, since last report,	20 00		
Total amount of capital stock paid in,			20,800 00
Funded debt, per last report,	5,910 00		
Funded debt, paid since last report,	None.		
Funded debt, increase of, since last report,			
Total present amount of funded debt,			5,910 00
Floating debt, per last report,	1,200 00		
Floating debt, paid since last report,	None.		
Floating debt, increase of, since last report,	302 00		
Total present amount of floating debt,			1,502 00
Total present amount of funded and floating debt,			7,412 00
Average rate of interest per annum, paid during the year,	6 per cent.		
Maximum amount of debt, for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$			

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	No change in any of these items, since last report.
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	
For wooden bridges, per last report,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges (if any),	
For superstructure, including iron, per last report,	
For superstructure, including iron, paid during the past year,	
Total amount expended for superstructure, including iron,	
For stations, buildings and fixtures, per last report,	
For stations, buildings and fixtures, paid during the past year,	
Total amount expended for stations, buildings and fixtures,	

For land, land-damages and fences, per last report, .
 For land, land-damages and fences, paid during the
 past year, .
 Total amount expended for land, land-damages and
 fences, .
 For locomotives, per last report, .
 For locomotives, paid during the past year, .
 Total amount expended for locomotives, .
 For passenger and baggage cars, per last report, .
 For passenger and baggage cars, paid during the
 past year, .
 Total amount expended for passenger and baggage
 cars, .
 For merchandise cars, per last report, .
 For merchandise cars, paid during the past year, .
 Total amount expended for merchandise cars, .
 For engineering, per last report, .
 For engineering, paid during the past year, .
 Total amount expended for engineering, .
 For agencies and other expenses, per last report, .
 For agencies and other expenses, paid during the
 past year, .
 Total amount expended for agencies, and other ex-
 penses, .
 Total cost of road and equipment, .

No change in any of these
 items, since last report.

DOINGS DURING THE YEAR.

Miles run by passenger trains, .
 Miles run by freight trains, .
 Miles run by other trains, .
 Total miles run, .
 Number of passengers carried in the cars, .
 Number of passengers carried one mile, .
 Number of tons of merchandise carried in the cars,
 Number of tons of merchandise carried one mile, .
 Number of passengers carried one mile, to and from
 other roads, .
 Number of tons carried one mile, to and from other
 roads, .
 Rate of speed adopted for express passenger trains,
 including stops, .
 Average rate of speed actually attained by express
 trains, including stops and detentions, .
 Rate of speed adopted for accommodation trains, .
 Rate of speed actually attained by accommodation
 trains, including stops and detentions, .
 Average rate of speed actually attained by special
 trains, including stops and detentions, .
 Average rate of speed adopted for freight trains, in-
 cluding stops and detentions, .
 Estimated weight in tons of passenger cars (not in-
 cluding passengers) hauled one mile, .
 Estimated weight in tons of merchandise cars (not
 including freight) hauled one mile, .

The road is and has been
 operated by the Fitch
 burg Railroad Corpora-
 tion, to whom reference
 is made for information
 on these and all the re-
 maining items.

GARDINER G. HUBBARD.
 JAMES DANA.
 H. H. STIMPSON.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 16, 1853.* Then personally appeared, Gardiner G. Hubbard, James Dana, H. H. Stimpson, and made oath to the truth of the facts by them subscribed, according to the best of their knowledge, information and belief.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
HORN POND BRANCH RAILROAD COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

Since the Act to incorporate this company was passed, the organization of the company has taken place, the amount of capital stock been fixed,* and assessment of twenty per centum on said stock been laid, which has been paid in.

The location of the road has not been definitely fixed, but it soon will be, and the road will be constructed as soon as practicable.

ADOLPHUS DAVIS,
President of the Corporation.

DANIEL DRAPER,
WM. P. DRAPER,
BOWEN BUCKMAN,
G. D. GUILD,
Directors.

Boston, December 30, 1853.

SUFFOLK, ss. *December 30, 1853.* Then personally appeared the above-named Adolphus Davis, Daniel Draper and Wm. P. Draper, and severally made oath that the foregoing declarations, by them subscribed, are, according to their best knowledge and belief, true.

Before me,

B. F. COPELAND, *Justice of the Peace.*

* Ten thousand dollars.

MIDDLESEX, ss. *December 31, 1853.* Then personally appeared the above-named Bowen Buckman, and made oath that the foregoing declaration, by him subscribed, is, according to his best knowledge and belief, true.

Before me,

J. P. CONVERSE, *Justice of the Peace.*

SUFFOLK, ss. *January 2, 1854.* Then personally appeared the above-named G. D. Guild, and made oath that the foregoing declaration, by him subscribed, is, according to his best knowledge and belief, true.

S. E. GUILD, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE RAIL-
ROAD COMPANY.

*Return of the Lexington and West Cambridge Railroad, under the Act of May 1,
1849, chap. 191.*

Capital stock,		\$200,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$121,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		121,000 00
Funded debt, per last report,	120,000 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	—	—
Total present amount of funded debt,		120,000 00
Floating debt, per last report,	3,962 97	
Floating debt, paid since last report,	2,000 00	
Floating debt, increase of, since last report,	—	—
Total present amount of floating debt,		1,962 97
Total present amount of funded and floating debt,		121,962 97
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$3,962.97; February, \$3,962 97; March, \$3,962.97; April, \$2,962.97; May, \$2,962.97; June, \$2,962.97; July, \$1,962.97; August, \$; September, \$; October, November, \$; December, \$1,962.97.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	43,862 15	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,	—	—
For wooden bridges, per last report,	14,414 16	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,	—	—
Total amount expended for iron bridges (if any),	—	—
For superstructure, including iron, per last report,	72,756 02	

For superstructure, including iron, paid during the past year, .	\$75 97	
Total amount expended for superstructure, including iron, .		\$72,831 99
For stations, buildings and fixtures, per last report, .	15,040 17	
For stations, buildings and fixtures, paid during the past year, .	4 00	
Total amount expended for stations, buildings and fixtures, .		15,044 17
For land, land-damages and fences, per last report, .	56,802 85	
For land, land-damages and fences, paid during the past year, [less received,] .	120 00	
Total amount expended for land, land-damages and fences, .		56,682 85
For locomotives, per last report, .		
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .		
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .		
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .		
For engineering, paid during the past year, .		
Total amount expended for engineering, .		6,115 34
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .		23,434 89
Total cost of road and equipment, .		<u>\$232,385 53</u>

Operated by the Fitchburg
Company by contract.

CHARACTERISTICS OF ROAD.

Length of road, .	6 632-1000 miles.
Length of single main track, .	" "
Length of double main track, .	- -
Length of branches owned by the company, stating whether they have a single or double track, .	- -
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	- -
Weight of rail, per yard, in main road, .	56 lbs.
Weight of rail, per yard, in branch roads, .	- -
Specify the different weights per yard, .	- -
Maximum grade, with its length, in main road, .	56 ft. and 89-1000 m's long.
Maximum grade, with its length, in branch roads, .	- -
Total rise and fall in main road, .	211 $\frac{2}{10}$ ft. rise and 7 $\frac{12}{1000}$ ft.
Total rise and fall in branch roads, .	- -
Shortest radius of curvature, with length of curve, in main road, .	1,000 feet—980 feet long.
Shortest radius of curvature, with length of curve, in branch roads, .	- -
Total degrees of curvature, in main road, .	405°.
Total degrees of curvature, in branch roads, .	- -

Total length of straight line, in main road, . . .	4 232-1000 miles.
Total length of straight line, in branches, . . .	—
Aggregate length of wooden truss bridges, . . .	—
Aggregate length of all other wooden bridges, . . .	80 feet.
Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	210 rods.
Number of public ways crossed at grade, . . .	7.
Number of railroads crossed at grade, . . .	None.
Remarks, . . .	—
Way stations for express trains, . . .	None run.
Way stations for accommodation trains, . . .	6
Flag stations, . . .	None.
Whole number of way stations, . . .	6
Whole number of flag stations, . . .	None.

DOINGS DURING THE YEAR.
[Reported by the Fitchburg Company.]

EXPENDITURES FOR WORKING THE ROAD.
[Construction account Fitchburg Company.]

MOTIVE POWER AND CARS.
[Furnished by the Fitchburg Company.]

MISCELLANEOUS.

For fuel used by engines during the year, viz.: . . .	—	—
Wood,	—	—
Coal,	—	—
For oil used by cars and engines,	—	—
For waste and other material for cleaning,	—	—
For salaries, wages and incidental expenses, charge- able to passenger department,	—	—
For salaries, wages and incidental expenses, charge- able to freight department,	—	—
For gratuities and damages,	—	—
For taxes and insurance,	\$85 00	—
For ferries,	—	—
For repairs of station buildings, aqueducts, fixtures, furniture,	—	—
For interest,	—	—
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,	—	—
For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	500 00	—
Total miscellaneous,	—	—
Total expenditures for working the road,	—	—

INCOME DURING THE YEAR.
[Reported by the Fitchburg Company.]

DIVIDENDS.	
6 per cent. Total, [Paid on preferred stock,]	\$6,570 00
Surplus not divided,	-
Surplus last year,	-
Total surplus,	-
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.: [None.]	

CHARLES HUDSON.
JAMES DANA.
ADDISON GAGE.
SAMUEL BUTTERFIELD.
JOSEPH N. HOWE.
J. FIELD.
GEO. T. LYMAN.

MIDDLESEX, ss. *December, 22, 1853.* Then personally appeared the within named Chas. Hudson, and made oath that the within, by him subscribed, is true and correct, according to his best knowledge and belief.

Before me, JAMES DANA, *Justice of the Peace.*

MIDDLESEX, ss. *December 22, 1853.* Then personally appeared James Dana, Addison Gage, Samuel Butterfield, Joseph N. Howe, J. Field, and Geo. T. Lyman, and made oath that the return by them subscribed is true, according to the best of their knowledge and belief.

Before me, CHARLES HUDSON, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

LOWELL & LAWRENCE RAILROAD COMPANY.

Return of the Lowell and Lawrence Railroad, under the Act of May 1, 1849, chap. 191, for the year ending December 1, 1853.

Capital stock,		\$200,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	\$200,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		200,000 00
Funded debt, per last report,	100,000 00	
Funded debt paid since last report,	—	—
Funded debt, increase of, since last report,	—	—
Total present amount of funded debt,		100,000 00
Floating debt, per last report,	54,067 70	
Floating debt paid since last report,	—	—
Floating debt, increase of, since last report,	9,590 42	
Total present amount of floating debt,		63,658 12
Total present amount of funded and floating debt,		163,658 12
Average rate of interest per annum paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$54,067.70; February, \$54,067; March, \$54,067; April, \$54,000; May, \$54,070; June, \$56,167; July, \$56,167; August, \$57,000; September, \$57,000; October, \$63,590; November, \$63,658.12; December, \$63,658.12.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	71,517 28	
For graduation and masonry paid during the past year,	5,999 04	
Total amount expended for graduation and masonry,		77,516 32
For wooden bridges, per last report,	5,304 61	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		5,304 61
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	161,416 37	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		161,416 37
For stations, buildings and fixtures, per last report,	15,108 19	
For stations, buildings and fixtures, paid during the past year,	Nothing.	
Total amount expended for stations, buildings and fixtures,		15,108 19

For land, land-damages and fences, per last report,	\$43,185 53	
For land, land-damages and fences, paid during the past year,	2,193 28	
Total amount expended for land, land-damages and fences,		\$45,378 81
For locomotives, per last report,	15,653 25	
For locomotives paid during the past year,	Nothing.	
Total amount expended for locomotives,		15,653 25
For passenger and baggage cars, per last report,	7,000 60	
For passenger and baggage cars paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		7,000 60
For merchandise cars, per last report,	8,121 43	
For merchandise cars paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		8,121 43
For engineering, per last report,	8,179 25	
For engineering, paid during the past year,	18 60	
Total amount expended for engineering,		8,197 85
For agencies and other expenses, per last report,	212 64	
For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies and other expenses,		212 64
		<hr/>
		\$343,910 07
[Balance of interest on loans during construction, and paid stockholders, \$9,748.05; discount on bonds, \$10,000,]		19,748 05
		<hr/>
Total cost of road and equipment,		\$363,658 12

CHARACTERISTICS OF ROAD.

Length of road,	12 35-100 miles.
Length of single main track,	12 35-100 miles.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	2 miles, 1,500 feet.
Weight of rail per yard, in main road,	58 lbs.
Weight of rail per yard, in branch roads,	None.
Specify the different weights per yard,	None.
Maximum grade, with its length, in main road,	45.40.
Maximum grade, with its length, in branch roads,	None.
Total rise and fall in main road,	Rise 115.77; Fall 142.70.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	1 146°; 1,100 feet.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	420°.
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	8.86 miles.
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	None.
Aggregate length of all other wooden bridges,	400 feet.
Aggregate length of iron bridges,	None.

Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	12
Number of railroads crossed at grade,	1
Way stations for express trains,	None.
Way stations for accommodation trains,	None.
Flag stations,	5
Whole number of way stations,	None.
Whole number of flag stations,	5

DOINGS DURING THE YEAR.

Miles run by passenger trains,	31,529	} Freight is run with passenger trains.
Miles run by freight trains,	1,537	
Miles run by other trains,	None.	
Total miles run,		33,066
Number of passengers carried in the cars,	109,568	
Number of passengers carried one mile,	1,290,433	
Number of tons of merchandise carried in the cars,	24,912	
Number of tons of merchandise carried one mile,	184,996	
Number of passengers carried one mile, to and from other roads,	115,650	
Number of tons carried one mile to and from other roads,	48,636	
Rate of speed adopted for express passenger trains, including stops,	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	None.	
Rate of speed adopted for accommodation trains,	25 miles.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 "	
Average rate of speed actually attained by special trains, including stops and detentions,	None.	
Average rate of speed adopted for freight trains, including stops and detentions,	12 miles.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	411,190	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	234,750	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$2,672 68	
For repairs of wooden bridges,	Nothing.	
For renewals of iron, including laying down,	Nothing.	
For wages of switchmen, average per mo.,	\$37 67½	Total, } 629 41
For wages of gate-keepers, average per month,		
For wages of signal-men, average per month,		
For wages of watchmen, average per mo.,	\$14 77½	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	Included in repairs of road.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Nothing.	
Total for maintenance of way,		3,302 09

MOTIVE POWER AND CARS.

For repairs of locomotives,	1,596 17
For new locomotives to cover depreciation,	Nothing.

For repairs of passenger cars,	\$501 79	
For new passenger cars to cover depreciation,	Nothing.	
For repairs of merchandise cars,	659 26	
For new merchandise cars to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	Nothing.	
Total for maintenance of motive power and cars,		\$2,757 22
Number of engines,	3	
Number of passenger cars,	3	
Number of baggage cars,	1	
Number of merchandise cars,	20	
Number of gravel cars,	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood,	}	6,110 69
Coal,		
For oil used by cars and engines,		426 58
For waste and other material for cleaning,		80 50
For salaries, wages and incidental expenses, charge- able to passenger department,		1,971 59
For salaries, wages and incidental expenses, charge- able to freight department,		1,962 89
For gratuities and damages,		156 62
For taxes,		58 40
For repairs of station buildings, aqueducts, fixtures, furniture,		63 22
For interest,		8,317 33
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,		Nothing.
For amount paid other companies, as rent for use of their roads, specifying each company, [Boston and Maine Railroad,]		2,000 00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		1,050 83
Total miscellaneous,		22,198 65
Total expenditures for working the road,		\$28,257 96

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company,	}	35,401 97
2. To and from other roads, specifying what,		

For Freight:—

1. On main road and branches owned by company,	}	10,711 86
2. To and from other connecting roads,		
United States mails,		500 00
Rents, [Salem and Lowell Railroad, \$4,000,]		4,743 71
Total income,		51,357 54
Net earnings, after deducting expenses,		-

DIVIDENDS.

6 per cent. Total,		12,000 00
Surplus not divided,		11,099 58
Surplus last year,		15,492 92

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ.:

Road and bridges,	-	-
Buildings, [and machinery to cover depreciation,]	-	\$3,813 77
Engines and cars,	-	-
Total surplus,		<hr/> \$22,778 73

No serious accident has occurred during the year.

WM. LIVINGSTON,
HORACE HOWARD,
SIDNEY SPALDING,
A. W. BUTTRICK,
OTIS ALLEN,
ISAAC FARRINGTON,
FREDERICK PARKER,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *December 24, 1853.* Then personally appeared the above-named Wm. Livingston, Horace Howard, Sidney Spalding, A. W. Buttrick, Otis Allen, Isaac Farrington and Frederick Parker, and made oath that the within return is true, according to their best knowledge and belief.

Before me,

JOHN A. KNOWLES, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
MARLBOROUGH BRANCH RAILROAD COMP'NY.

Return of the Marlborough Branch Railroad Company, under the Act of May 1, 1849, chap. 191..

Capital stock,		\$80,000 00
Capital stock paid in, per last report,	\$16,000 00	
Length of road,	3.88 miles.	

The building of the said road is put under contract, and the grading commenced, but is not in a sufficient state of progress to make a more particular statement of the items in this report.

The within Return is true according to our best knowledge and belief.

MARK FAY,
LAMBERT BIGELOW,
EDWARD A. GAY,
Direc. of the Marlborough Branch R. R. Co.

Marlborough, Dec. 31, 1853.

MIDDLESEX, ss. *January 2, 1854.* Then personally appeared the above-named Mark Fay, Lambert Bigelow, and Edward A. Gay, and made oath that the above certificate, subscribed to by them, according to their best knowledge and belief, is true.

Before me, ISAAC HAYDEN, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
MEDWAY BRANCH RAILROAD CORPORATION.

Return of the Medway Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$35,000 00
Increase of capital, since last report,	—
Capital paid in, per last report,	\$32,050 00
Capital paid in, since last report,	450 00
Total amount of capital stock paid in,	32,500 00
Total present amount of floating debt,	6,746 07
[Assets to meet the same,]	6,600 00

COST OF ROAD AND EQUIPMENT.

Cost of road without equipment,	36,073 36
[When we made our last report the road was under contract and being constructed, the completion of those contracts and subsequent contracts, the road has cost in total expenditure, as above,]	36,073 36
[The road is equipped by the Norfolk Co. R. R. Co.]	
For land, land-damages and fences, paid during the past year, [fences,]	531 37

CHARACTERISTICS OF ROAD.

Length of road,	3 and 6-10 miles.
Length of single main track,	" "
Length of double main track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	3,262 feet.
Weight of rail, per yard, in main road,	40 to 42 lbs.
Weight of rail, per yard, in branch roads,	—
Specify the different weights per yard,	—
Maximum grade, with its length, in main road,	54 feet for 1,100 feet.
Maximum grade, with its length, in branch roads,	—
Total rise and fall in main road,	70 feet.
Total rise and fall in branch roads,	—
Shortest radius of curvature, with length of curve, in main road,	—
Shortest radius of curvature, with length of curve, in branch roads,	711 feet—500 feet long.
Total degrees of curvature, in main road,	42° 50'.
Total degrees of curvature, in branch roads,	—
Total length of straight line, in main road,	13,800 feet.

Total length of straight line, in branches, . . .	-	-
Aggregate length of wooden truss bridges, . . .	107 feet.	-
Aggregate length of all other wooden bridges, . . .	250 "	-
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	About 80 rods.	-
Number of public ways crossed at grade, . . .	2	-
Number of railroads crossed at grade, . . .	-	-
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accommodation trains, . . .	1	-
Flag stations, . . .	-	-
Whole number of way stations, . . .	1	-
Whole number of flag stations, . . .	-	-

DOINGS DURING THE YEAR.

Number of passengers carried in the cars, [taken from Norfolk Co. books,] . . .	14,858½	-
Number of passengers carried one mile, . . .	-	-
Number of tons of merchandise carried in the cars, . . .	-	-
Number of tons of merchandise carried one mile, . . .	-	-
Number of passengers carried one mile, to and from other roads, . . .	-	-
Number of tons carried one mile to and from other roads, . . .	-	-
Rate of speed adopted for express passenger trains, including stops, . . .	-	-

[N. B. The Norfolk County works the Branch Road under a contract which renders an answer to these last questions impossible.]

EXPENDITURES FOR WORKING THE ROAD.

[Done at the expense of, and by, the Norfolk County Railroad Company, under contract aforesaid.]
[Two station men.]

MOTIVE POWER AND CARS.

[Belong to and worked by the Norfolk County Railroad Company.]

MISCELLANEOUS.

[Do. as above, being paid by Norfolk County Road under a contract.]

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company, . . .
2. To and from other roads, specifying what, . . .

For Freight:—

1. On main road owned by company, . . .
2. To and from other connecting roads, . . .

U. S. Mails, . . .	-	-
Rents, . . .	-	-
Total income, . . .	-	-
Net earnings, after deducting expenses, . . .	-	-

Proportion for passengers belonging to Medway Branch is \$1,643.67, by said contract.

Do. for freight, \$1,297.21.

Total net, 2,940 88

DIVIDENDS.						
Per cent.	Total,	.	.	.	No dividend declared.	
Surplus not divided,	.	.	.	.	—	—
Surplus last year,	.	.	.	.	—	—
Total surplus,	.	.	.	.	—	—
ESTIMATED DEPRECIATION BEYOND THE RENEW-						
ALS, VIZ.:						
Road and bridges,	.	.	.	.	Improved.	
Buildings,	.	.	.	.	Finished and improved.	
Engines and cars, [furnished by Norfolk Co. road	.	.	.	.
under contract,]	.	.	.	.	—	—

J. C. HURD,
WARREN LOVERING,
ARTEMAS BROWN,
WELCOME FARNUM,

Directors of the Medway Branch Railroad Company.

Medway, December 27, 1853.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *December 27, 1853.* Then Julius C. Hurd and Artemas Brown, who subscribed the foregoing statement, made oath that the same is true, according to their best knowledge and belief.

Before me, WARREN LOVERING, *Justice of the Peace.*

NORFOLK, ss. *December 27, 1853.* Then Warren Lovering, who subscribed the foregoing statement, made oath that the same is true, according to his best knowledge and belief.

Before me, ARTEMAS BROWN, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 5, 1854.* Then personally appeared the within-named Welcome Farnum, and made oath that the within return, subscribed by him, is true, according to his best knowledge and belief.

Before me, T. FARRAR, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
MIDDLEBOROUGH AND TAUNTON RAILROAD
COMPANY.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The undersigned, Directors of the Middleborough and Taunton Railroad Corporation, hereby submit the First Annual Report of their doings.

On the 20th instant the corporation was duly organized by the acceptance of the acts of incorporation, the adoption of a code of by-laws, and the choice of directors and other officers. The route of the railroad has been surveyed, and plans of its approximate location prepared, in readiness to be filed before the first day of January next. Subscriptions to the stock have been made, to a large amount ; but, as no assessment can be made, nor the construction of the railroad commenced, until the whole capital stock is subscribed for, there have been no receipts or expenditures, at this time, by the corporation.

WM. A. CROCKER,
FITZHENRY HOMER,
PARDON TILLINGHAST,
CHAS. ROBINSON,

Directors.

SUFFOLK, ss. BOSTON, *December 27*, 1853. Personally appeared, the above-named W. A. Crocker, Fitzhenry Homer, Pardon Tillinghast and Charles Robinson, and made oath that the foregoing report was true, according to the best of their knowledge and belief.

Before me,

E. PICKERING, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
MILLBURY AND SOUTHBRIDGE RAILROAD
COMPANY.

COMMONWEALTH OF MASSACHUSETTS.

*To the Honorable Senate and House of Representatives, in General Court
assembled :*

The undersigned, Directors of the Millbury and Southbridge Railroad Company, respectfully report: That since their last annual report their road has been located, and the location filed according to law. The Company have procured from the General Assembly of the State of Connecticut, the right to construct a part of their road in that State, and they confidently expect that that part of the line lying between the towns of Southbridge and Webster, will be completed during the next summer.

A further time to locate and construct said road, will be asked of the next General Court.

All which is respectfully submitted.

E. D. AMMIDOWN,

President.

H. N. SLATER,

MANNING LEONARD,

JOSHUA BULLARD, JR.,

R. O. STORRS,

Directors of the Millbury and Southbridge Railroad Company.

Southbridge, December 30, 1853.

WORCESTER, ss. *December 30, 1853.* Then personally appeared the above-named Manning Leonard and Joshua Bullard, Jr., and made oath that the above report, by them subscribed, to the best of their knowledge and belief, is true.

Before me, DANIEL F. BACON, *Justice of the Peace.*

SUFFOLK, ss. BOSTON, *January 3, 1854.* Then personally appeared the above-named E. D. Ammidown and H. N. Slater, and made oath that the above report, by them subscribed, to the best of their knowledge and belief, is true.

T. FARRAR, *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT
OF THE
NASHUA & LOWELL RAILROAD COMPANY.

Return of the Nashua and Lowell Railroad under the Act of May 1, 1849, chap. 191, year ending October 1st, 1853.

Capital stock,		\$600,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,		600,000 00
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		600,000 00
Funded debt, per last report,	None.	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	None.	
Floating debt, per last report,	None.	
Floating debt, paid since last report,	None.	
Floating debt, increase of, since last report,	\$24,000 00	
Total present amount of floating debt,	24,000 00	
Total present amount of funded and floating debt,		24,000 00
Average rate of interest, per annum, paid during the year,	6 per cent. to be paid.	
Maximum amount of debt for each month during the year, viz.: January, \$		
\$; February,		
\$; March, \$; April, \$		
May, \$; June, \$; July,		
\$; August, \$; September,		
\$; October, \$; November,		
\$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	116,339 28	
For graduation and masonry, paid during the past year,	-	-
Total amount expended for graduation and masonry,		116,339 28
For wooden bridges, per last report,	2,530 35	
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,		2,530 35
Total amount expended for iron bridges, (if any,) .		1,875 00
For superstructure, including iron, per last report,	233,998 35	
For superstructure, including iron, paid during the past year,	-	-
Total amount expended for superstructure, including iron,		233,998 35

\$24,000 00, balance for land purchased in Lowell.

For stations, buildings and fixtures, per last report, .	\$93,196 95	
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .		\$93,196 95
For land, land-damages and fences, per last report, .	88,630 06	
For land, land-damages and fences, paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .		88,630 06
For locomotives, per last report, .	46,240 48	
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .		46,240 48
For passenger and baggage cars, per last report, .	13,792 71	
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .		13,792 71
For merchandise cars, per last report, .	33,101 09	
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .		33,101 09
For engineering, per last report, .	21,510 61	
For engineering, paid during the past year, .	-	-
Total amount expended for engineering, .		21,510 61
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .		-
Total cost of road and equipment, .		651,214 88

CHARACTERISTICS OF ROAD.

Length of road, .	77,000 2-10 feet.	
Length of single main track, .	2,011 feet.	
Length of double main track, .	74,989 2-10 feet.	
Length of branches owned by the company, stating whether they have a single or double track, .	None.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	2 13-16 miles.	
Weight of rail, per yard, in main road, .	56 lbs.	
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	12 ¹ / ₁₀ ft. pr mile, 4133 ft. l.	
Maximum grade, with its length, in branch roads, .	-	-
Total rise and fall in main road, .	73 5 10 feet.	
Total rise and fall in branch roads, .	-	-
Shortest radius of curvature, with length of curve, in main road, .	636 feet, 100 feet long.	
Shortest radius of curvature, with length of curve, in branch roads, .	-	-
Total degrees of curvature, in main road, .	770°.	
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	7 22-100 miles.	
Total length of straight line, in branches, .	-	-
Aggregate length of wooden truss bridges, .	530 feet.	
Aggregate length of all other wooden bridges, .	664 "	
Aggregate length of iron bridges, .	50 "	
Whole length of road unfenced on both sides, .	None.	

Number of public ways crossed at grade, . . .	10		
Number of railroads crossed at grade, . . .	1		
Remarks,		—	—
Way stations for express trains,		—	—
Way stations for accommodation trains,	2		
Flag stations,	3		
Whole number of way stations,	2		
Whole number of flag stations,	3		

*DOINGS DURING THE YEAR.

Miles run by passenger trains,	57,459		
Miles run by freight trains,	36,515		
Miles run by other trains,	6,138		
Total miles run,			100,112
Number of passengers carried in the cars,	217,910		
Number of passengers carried one mile,	3,268,650		
Number of tons of merchandise carried in the cars,	218,024		
Number of tons of merchandise carried one mile,	2,825,176		
Number of passengers carried one mile, to and from other roads,	2,167,725		
Number of tons carried one mile to and from other roads,	2,454,680		
Rate of speed adopted for express passenger trains, including stops,	40 miles per hour.		
Average rate of speed actually attained by express passenger trains, including stops and detentions,	40 miles per hour.		
Rate of speed adopted for accommodation trains,	28 " "		
Rate of speed actually attained by accommodation trains, including stops and detentions,	28 " "		
Average rate of speed actually attained by special trains, including stops and detentions,	32 " "		
Average rate of speed adopted for freight trains, including stops and detentions,	14 " "		
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	—		—
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	—		—

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	16,829 69		
For repairs of wooden bridges,	262 44		
For renewals of iron, including laying down, [included in maintenance of way,]	—		—
For wages of switchmen, average per month, \$30,	Total. } Included in salaries.		
For wages of gate-keepers, average per month, \$16,			
For wages of signal-men, average per month, [none specifically employed,]			
For wages for watchmen, average per month, \$30,			

* This Company has taken a lease of the Wilton Railroad, for five years from the first day of April last, paying therefor 227-1127 of the joint net earnings of the two roads; being in the proportion of 6 per cent. on the capital stock on the Wilton Road to 9 per cent. on the capital stock of the Nashua and Lowell Road, as will appear by the copy of the contract submitted herewith. The doings of the year, with the income and expenses, as herein reported, therefore necessarily embrace the doings, &c., of the Wilton Road for six months, ending October 1st, 1853.

Number of men employed, exclusive of those engaged in construction,	112	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	\$814 04	
Total for maintenance of way,		\$17,906 17
MOTIVE POWER AND CARS.		
For repairs of locomotives,	6,191 75	
For new locomotives, to cover depreciation,	7,550 00	
For repairs of passenger cars,	2,781 55	
For new passenger cars, to cover depreciation,	660 50	
For repairs of merchandise cars,	5,214 69	
For new merchandise cars, to cover depreciation,	2,627 99	
For repairs of gravel and other cars,	-	-
Total for maintenance of motive power and cars,		25,026 48
Number of engines,	8	
Number of passenger cars,	8	
Number of baggage cars,	4	
Number of merchandise cars,	137	
Number of gravel cars,	10	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:—		
Wood,	11,704 38	
Coal, [used only in station houses, and included in above,]	-	-
For oil used by cars and engines, [including amount used at stations,]	2,123 59	
For waste and other material for cleaning,	450 88	
For salaries, wages and incidental expenses, chargeable to passenger department,	5,667 44	
For salaries, wages and incidental expenses, chargeable to freight department,	18,233 57	
For gratuities and damages,	1,231 30	
For taxes and insurance,	2,983 79	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	365 55	
For interest,	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [paid Wilton Road their proportion of earnings for six months ending Oct. 1, 1853,]	9,105 38	
For amount paid other companies, as rent for use of their roads, specifying each company, [paid Stony Brook Road interest over and above net earnings of that road,]	3,448 79	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	3,545 10	
Total miscellaneous,		58,859 77
Total expenditures for working the road,		\$101,792 42

INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owped by company,	\$23,723 19	
2. To and from other roads, specifying what, [Northern roads,]	39,432 51	\$63,155 70
<i>For Freight:—</i>		
1. On main road and branches owned by company,	28,291 03	
2. To and from other connecting roads,	61,230 02	89,521 05
U. S. Mails,	1,692 62	
Rents, [Express, interest, and miscellaneous,]	8,576 32	
Total income,		162,945 69
Net earnings, after deducting expenses,		61,153 27
DIVIDENDS.		
8 per cent. Total,		48,000 00
Surplus not divided,		13,153 27
Surplus last year, [\$15,327.66, to which has been added a balance of receipts over and above expenses from this fund, not above included, \$946 75,]		16,274 41
Total surplus,		29,427 68

ROBT. READ,
WM. AMORY,
JESSE BOWERS,
WILLIAM P. ABBOTT,
Directors.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. *December 21, 1853.* Then personally appeared the within-named Robt. Read and William Amory, and made oath that the within report is true, to the best of their knowledge and belief.

Before me, E. A. STRAW, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. *December 31, 1853.* Then personally appeared the within-named Jesse Bowers and William P. Abbott, and made oath that the within report, by them subscribed, is true, to the best of their knowledge and belief.

Before me, GEO. W. PERHAM, *Justice of the Peace.*

[LEASE OF WILTON RAILROAD.]

This Indenture, made the nineteenth day of February, A. D. 1853, between the Nashua and Lowell Railroad Corporation, established by the Laws of the Commonwealth of Massachusetts, and the State of New Hampshire, of the one part, and the Wilton Railroad Company, established by the laws of said State of New Hampshire, of the other part, witnesseth :

That, whereas, the said Wilton Railroad Company have constructed a railroad from said Nashua and Lowell Railroad's depot, in Nashville, in said State of New Hampshire, to a point in the easterly part of Wilton, in said State, about fifteen and one-half miles in length, and own certain dwelling-houses and other buildings, purchased and erected on account of said road, and also the right to the rent of a certain building near their depot in said Wilton, now occupied by Mitchell & Co., for a store, but have raised no capital for the equipping of the same with cars, engines and furniture, and are desirous of making a permanent arrangement with said Nashua and Lowell Railroad Corporation (who are now running their road) for the furnishing, equipping, running, operating, and managing the same, for the purpose of transporting passengers and freight, and doing business on and over their railroad.

Now, therefore, be it known hereby, that the said Wilton Railroad Company, in consideration of the premises of one dollar, and other adequate considerations, by them received, and of the rent or compensation hereafter specified, do hereby agree, that said Nashua and Lowell Railroad Corporation may furnish and equip said Wilton Railroad, and may use, run, operate, manage, control, and administer the same, in accordance with the Charter of said Wilton Railroad Company, as fully as said Wilton Railroad Company might do ; may transport passengers, freight and mails over and upon the same, and do and transact any other business authorized by said charter, for and during the term of five years from the first day of April, A. D. 1853 ; and for such purposes said Wilton Railroad Company does hereby lease, demise, and intrust their said railroad, buildings and other property, to said Nashua and Lowell Railroad Corporation for the term of five years aforesaid, and do delegate to them all their powers to collect tolls and income therefrom, and to manage and regulate the same, hereby constituting them for the said term, their attorney, irrevocable, for the purpose aforesaid.

And the Nashua and Lowell Railroad Corporation, in consideration of the premises, does hereby agree, for and during the said term of five years, to equip and furnish said Wilton Road, and manage, run, and operate the same, for the same term, in connection and in common with their own railroad, (and run such number of daily trains thereon,) the whole of which shall be done in such manner as shall, in the opinion of said Nashua and Lowell Railroad Corporation, best promote the interests of the roads. That the road-bed, superstructure, fixtures, and buildings, (hereby meaning and intending to include all the property belonging to, or in use,) on each of the roads, shall be kept in thorough repair and condition from the common earnings of both roads.

And it is hereby agreed by both parties to this contract, that all expense arising from repairs and depreciation, and all casualties and damage by loss, fire, flood, tornado, or whatever source, to either of the roads, or property belonging to the same, shall be at the common risk, and repaired and made good from the common earnings, and charged in current account of both roads.

The capital stock of the Wilton Railroad Company shall consist of, and is fixed at (\$227,000) two hundred and twenty-seven thousand dollars, exclusive of their dwelling-houses in said Nashville, and such lands about the same as shall not interfere with the railroad track, or the conveniences to the same, which property said Wilton Railroad Company have a right to dispose of, on their own account, and in such manner as they may think proper.

The capital stock of the Nashua and Lowell Railroad Corporation shall consist of, and is fixed at (\$600,000) six hundred thousand dollars, exclusive of the land purchased of the Lowell Manufacturing Company, at Lowell, Massachusetts, by their deed dated January 17, 1853, for which said Nashua and Lowell Railroad Corporation, paid (\$35,748.08) thirty-five thousand seven hundred forty-eight 8-100 dollars, which said land the Nashua and Lowell Railroad Corporation shall have a right to dispose of, on their own account, and may exchange or substitute the same, or any part thereof, for any other lands of said corporation, or may sell and dispose of any property belonging to said corporation, to remunerate themselves for the cost of said land above referred to: Provided, in so doing, they do not effect the convenience and facilities of their railroad. And the dividends of the roads shall be made, from time to time upon said capital, as thus fixed and established.

Any new work done, or purchases made, over and above what is necessary for depreciation, which properly belongs to construction expense of either road, is to be charged to construction account of such road, and paid for from the proportion of earnings belonging to such road.

Accounts of the receipts and expenditures of the roads shall be made up to the first day of April and October, in each year, (or such other times as said Nashua and Lowell Railroad make up their accounts,) and in the first week of the months following such times, the net receipts of the roads, from all sources, over and above the current expenditures of the roads, shall be apportioned to each road, in the proportion of six dollars on each one hundred dollars capital stock of the Wilton Railroad, to nine dollars on each one hundred dollars capital stock of the Nashua and Lowell Railroad; and from the amount thus apportioned to each road, a sum not exceeding fifteen per cent. from each proportion, shall be set apart and held for contingencies, and the amount of surplus over dividends thus set apart from the proportion of the Wilton Road shall be held by them in trust for the roads, and shall be paid back, whenever, in the opinion of said Nashua and Lowell Railroad Corporation, it may be wanted for the above purpose. And from the sums thus apportioned and belonging to each road, the respective boards of Directors shall declare such dividends to the stockholders of their several roads, as they deem proper.

And it is further agreed, that the contract the Nashua and Lowell Railroad Corporation have with the Stony Brook Railroad Corporation, for running their road, is to be kept a distinct concern, and not intended to be included in this contract.

And further, provided, the Wilton Railroad Company shall appoint the Treasurer and Clerk of the Nashua and Lowell Railroad Corporation to the office of Treasurer and Clerk of their company; that said Treasurer and Clerk shall discharge and perform all the respective duties belonging to each office, and the expense thereof shall be charged in the current accounts of the roads; and their place of doing business shall be at the office of the Nashua and Lowell Railroad, in said Nashville.

No charges are to be allowed by said Nashua and Lowell Railroad Corporation, for the expense or services of the officers of the Wilton Railroad Company.

All matters of controversy, arising under this contract, as to the true intent and just mode of carrying out the same, shall be submitted to the determination and arbitration of the Presidents, for the time being, of the Boston and Worcester Railroad,

in said Massachusetts, the Northern Railroad, in said New Hampshire, and the Boston and Maine Railroad, whose decision shall be final.

In witness whereof, Daniel Abbot, William Ramsdell, and Clark C. Boutwell, a committee of the Wilton Railroad Company, for the purpose duly authorized, have hereto set our hands, and caused the seal of said company to be affixed, and Robert Read, Francis B. Crowninshield, and Charles F. Gove, a committee of the Nashua and Lowell Railroad Corporation, for the purpose duly authorized, have hereto set our hands, and caused the seal of said Corporation to be affixed, the day and year above written.

[Signed.]

ROBERT READ.

FRANCIS B. CROWNINSHIELD.

CHARLES F. GOVE.

Seal.
N. & L.
R. R.

Jo's P. CLOUTMAN, } Witnesses to the signatures of Rob-
CHA'S HUTCHINS, } ert Read and F. B. Crowninshield.
CHA'S E. MERRILL, } Witnesses to the signa-
H. HOBSON, } ture of Charles F. Gove.

DAN'L ABBOT.

WM. RAMSDELL.

CLARK C. BOUTWELL.

Seal
Wilton
R. R.

H. HOBSON, }
CHA'S E. MERRILL, } Witnesses.

STATE OF NEW HAMPSHIRE.

March 2, 1853.

In accordance with the Laws of the State, passed June Session, A. D. 1850, entitled an Act in amendment of the Laws in relation to Railroad Corporations, we hereby sanction the foregoing lease.

[Signed.]

ASA P. CATE,

JA'S W. WEEKS,

S. W. DEARBORN,

Railroad Commissioners.

At a meeting of the Governor and Council, May 10th, 1853, the foregoing lease is approved.

[Signed.]

NOAH MARTIN, *Governor.*

MOSES EATON, JR.,

JO'S H. SMITH,

WM. BUTTERFIELD,

JAMES BATCHELLER,

RUSSELL COX,

Councillors.

FIFTEENTH ANNUAL REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD
CORPORATION.

Return of the New Bedford and Taunton Railroad, under the Act of May 1, 1849, chapter 191., for the year ending November 30, 1853, as required by the Act of April, 1851.

Capital stock,	\$500,000 00
Increase of capital, since last report,	—
Capital paid in, per last report,	—
Capital paid in, since last report,	—
Total amount of capital stock paid in,	500,000 00
Funded debt, per last report,	—
Funded debt, paid since last report,	—
Funded debt, increase of, since last report,	—
Total present amount of funded debt,	—
Floating debt, per last report,	—
Floating debt paid since last report,	—
Floating debt, increase of, since last report,	—
Total present amount of floating debt,	—
Total present amount of funded and floating debt,	—
Average rate of interest, per annum, paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1852, \$; January, 1853, \$; February, \$; March, \$; April, \$; May, \$; June, \$3,000 ; July, \$3,000 ; August, \$3,000 ; September, \$; October, \$; November, \$	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	\$157,031 77
For graduation and masonry, paid during the past year,	771 12
Total amount expended for graduation and masonry,	157,802 89
For wooden bridges, per last report,	5,013 85
For wooden bridges, paid during the past year,	—
Total amount expended for wooden bridges,	5,013 85
Total amount expended for iron bridges (if any),	—
For superstructure, including iron, per last report,	150,804 05
For superstructure, including iron, paid during the past year,	—

Total amount expended for superstructure, including iron,		\$150,804 05
For stations, buildings and fixtures, per last report,	\$32,679 37	
For stations, buildings and fixtures, paid during the past year,	2,969 81	
Total amount expended for stations, buildings and fixtures,		35,649 18
For land, land-damages and fences, per last report, { [\$85,264.44—591.60,] }	84,672 84	
For land, land-damages and fences paid during the past year,	147 67	
Total amount expended for land, land-damages and fences,		84,820 51
For locomotives, per last report, : { [\$16,451.61—2,118.28 for depreciation,] }	14,333 33	
For locomotives, paid during the past year,	4,930 74	
Total amount expended for locomotives,		19,264 07
For passenger and baggage cars, per last report, { [\$17,782.26—3,348.93,] }	14,433 33	
For passenger and baggage cars, paid during the past year,	1,419 35	
Total amount expended for passenger and baggage cars,		15,852 68
For merchandise cars, per last report, { [\$19,809.68—1,619.89,] }	18,189 79	
For merchandise cars, paid during the past year,	6,929 03	
Total amount expended for merchandise cars,		25,118 82
For engineering, per last report,	15,693 97	
For engineering, paid during the past year,	—	—
Total amount expended for engineering,		15,693 97
For agencies and other expenses, per last report,	19,944 73	
For agencies and other expenses, paid during the past year,	—	—
Total amount expended for agencies, and other expenses,		19,944 73
Total cost of road and equipment,		<u>\$529,964 75</u>

CHARACTERISTICS OF ROAD.

Length of road,	20 13-100 miles.
Length of single main track,	20 13-100 miles.
Length of double main track,	—
Length of branches owned by the company, stating whether they have a single or double track,	5,000 feet, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	5,647 feet.
Weight of rail, per yard, in main road,	50 lbs.
Weight of rail, per yard, in branch roads,	56 lbs.
Specify the different weights per yard,	—
Maximum grade, with its length, in main road,	40 ft. per mile for 1 51 ms.
Maximum grade, with its length, in branch roads,	65 " " 600 feet.
Total rise and fall in main road,	168 feet—193 feet.
Total rise and fall in branch roads,	20 feet fall.
Shortest radius of curvature, with length of curve, in main road,	1,906 feet in 1,100 feet.
Shortest radius of curvature, with length of curve, in branch roads,	250 feet in 300 feet.
Total degrees of curvature, in main road,	160°.

Total degrees of curvature, in branch roads, . . .	87° 45'.	
Total length of straight line, in main road, . . .	17 3-4 miles.	
Total length of straight line, in branches, . . .	3,330 feet.	
Aggregate length of wooden truss bridges, . . .	-	-
Aggregate length of all other wooden bridges, . . .	281 feet.	
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	13,995 feet.	
Number of public ways crossed at grade, . . .	19	
Number of railroads crossed at grade, . . .	1	
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accommodation trains, . . .	5	
Flag stations, . . .	-	-
Whole number of way stations, . . .	5	
Whole number of flag stations, . . .	-	-
DOINGS DURING THE YEAR.		
Miles run by passenger trains, . . .	51,200	
Miles run by freight trains, . . .	13,146	
Miles run by other trains, . . .	90	
Total miles run, . . .		64,436
Number of passengers carried in the cars, . . .	140,234	
Number of passengers carried one mile, . . .	2,423,422	
Number of tons of merchandise carried in the cars, . . .	41,141 tons 1,844 lbs.	
Number of tons of merchandise carried one mile, . . .	584,017 tons 161 lbs.	
Number of passengers carried one mile, to and from other roads, . . .	2,042,902	
Number of tons carried one mile, to and from other roads, . . .	523,384 tons 1,138 lbs.	
Rate of speed adopted for express passenger trains, including stops, . . .	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	-	-
Rate of speed adopted for accommodation trains, . . .	2½ minutes per mile.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	20 miles in 45 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	None.	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	1½ hours for 20 miles.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	1,750,840	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	982,900	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$14,066 49	
For repairs of wooden bridges, . . .	-	-
For renewals of iron, including laying down, . . .	-	-
For wages of switchmen, average per month, \$40, . . .	Total, { 745 16 } \$1,555 74	
For wages of gate-keepers, average per month, . . .		
For wages of signal-men, average per month, \$26, . . .		
For wages of watchmen, average per month, \$35, . . .		
Number of men employed, exclusive of those engaged in construction, . . .	98	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	-	-

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	\$1,238 99	
Total for maintenance of way, . . .		\$16,861 22

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	4,351 59	
For new locomotives to cover depreciation, . . .	-	-
For repairs of passenger cars, . . .	4,867 33	
For new passenger cars to cover depreciation, . . .	-	-
For repairs of merchandise cars, . . .	3,760 97	
For new merchandise cars to cover depreciation, . . .	-	-
For repairs of gravel and other cars, . . .	-	-
Total for maintenance of motive power and cars, . . .		12,979 89
Number of engines, . . .	6	
Number of passenger cars, . . .	14	
Number of baggage cars, . . .	11	
Number of merchandise cars, . . .	112	
Number of gravel cars, . . .	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz.: . . .	18,516 09	
Wood, . . .	-	-
Coal, . . .	-	-
For oil used by cars and engines, . . .	2,508 94	
For waste and other material for cleaning, . . .		
For salaries, wages and incidental expenses, charge- able to passenger department, . . .	8,979 94	
For salaries, wages and incidental expenses, charge- able to freight department, . . .	9,030 97	
For gratuities and damages, . . .	1,717 39	
For taxes and insurance, . . .	420 63	
For ferries, . . .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	157 83	
For interest, . . .	89 58	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, [Taunton Branch Railroad,] . . .	65,840 20	
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	4,500 55	
Total miscellaneous, . . .		111,762 12
Total expenditures for working the road, . . .		\$141,603 23

INCOME DURING THE YEAR.

[Received from Taunton Branch Railroad Corpora- tion, under agreement with them,] . . .	8,544 02
For Passengers:—	
1. On main road, including branches owned by company, . . .	11,415 70
2. To and from other roads, specifying what, [Taunton Branch and Fall River Railroads,] . . .	105,944 04

For Freight :—		
1. On main road and branches owned by company,		\$7,045 00
2. To and from other connecting roads,		53,425 36
U. S. Mails,		1,873 00
Rents, [\$74.65; interest, \$120.56,]		195 21
Total income,		\$188,442 33
Net earnings, after deducting expenses,		\$46,839 10
DIVIDENDS.		
7 per cent. Total,		35,000 00
Surplus not divided,		4,752 00
Surplus last year,		26,164 38
Total surplus,		30,916 38
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges,		10,000 00
Buildings,		2,500 00
Engines and cars,		—

May 7, 1853.—As the 3½ o'clock P. M. passenger train was approaching Taunton, the centre shaft of the tender broke, throwing off the track the baggage car and two passenger cars. One of the passenger cars was entirely demolished. Several persons were more or less injured, but none seriously.

JOSEPH GRINNELL.

T. MANDELL.

WARD M. PARKER.

GEO. HOWLAND, JUN'R.

EDW'D L. BAKER.

BRISTOL, SS. NEW BEDFORD, *December 30, 1853.* Then personally appeared, the above-named Joseph Grinnell, Thomas Mandell and Ward M. Parker, and made oath, and the above-named George Howland, Jr. and Edward L. Baker, and made affirmation, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

HENRY H. CRAPO, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

NEWBURYPORT RAILROAD COMPANY.

*Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191,
for the year ending September 15, 1853.*

Capital stock, [allowed by charter,]	•	•	\$300,000 00
Increase of capital, since last report,	•	•	Not increased.
Capital paid in, per last report,	•	•	\$131,030 00
Capital paid in, since last report,	•	•	6,230 00
Total amount of capital stock paid in,	•	•	137,260 00
Funded debt, per last report,	•	•	71,400 00
Funded debt, paid since last report,	•	•	-
Funded debt, increase of, since last report,	•	•	11,100 00
Total present amount of funded debt,	•	•	82,500 00
Floating debt, per last report,	•	•	46,722 77
Floating debt, paid since last report,	•	•	-
Floating debt, increase of, since last report,	•	•	14,147 67
Total present amount of floating debt,	•	•	60,870 44
Total present amount of funded and floating debt,	•	•	143,370 44
Average rate of interest per annum, paid during the year,	•	•	About 6½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$50,079.12; February, \$45,067.94; March, \$59,160.06; April, \$57,553.19; May, \$53,616.94; June, \$62,207.72; July, \$59,396.17; August, \$49,622.81; September, \$50,014.84; October, \$48,577.67; November, \$46,722.77; December, \$49,573.04.			
[The above amounts do not include bonds.]			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	•	•	87,402 39
For graduation and masonry, paid during the past year,	•	•	1,902 95
Total amount expended for graduation and masonry,	•	•	89,305 34
For wooden bridges, per last report,	•	•	} Included in station buildings and fixtures.
For wooden bridges, paid during the past year,	•	•	
Total amount expended for wooden bridges,	•	•	} None.
Total amount expended for iron bridges (if any),	•	•	
For superstructure, including iron, per last report,	•	•	68,139 03
For superstructure, including iron, paid during the past year,	•	•	10,166 90
Total amount expended for superstructure, including iron,	•	•	78,305 93

For stations, buildings, and fixtures, per last report,	\$10,301 34	
For stations, buildings, and fixtures paid during the past year, .	3,323 02	
Total amount expended for stations, buildings and fixtures, .		\$13,624 36
For land, land-damages and fences, per last report, .	26,646 51	
For land, land-damages and fences, paid during the past year, .	2,991 57	
Total amount expended for land, land-damages and fences, .		29,638 08
For locomotives, per last report,	15,872 46	
For locomotives paid during the past year,	Nothing.	
Total amount expended for locomotives,		15,872 46
For passenger and baggage cars, per last report,	-	-
For passenger and baggage cars, paid during the past year,	-	-
Total amount expended for passenger and baggage cars,	\$17,609.24	
For merchandise cars, per last report,		10,850 00
For merchandise cars, paid during the past year,		-
Total amount expended for merchandise cars,		13,545 25
For engineering, per last report,	6,837 96	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		6,837 96
For agencies and other expenses, per last report,	22,804 95	
For agencies and other expenses, paid during the past year,	936 74	
Total amount expended for agencies, and other expenses,		23,741 69
Total cost of road and equipment,		\$281,721 07

CHARACTERISTICS OF ROAD.

Length of road,	14 miles, 3,073 feet.
Length of single main track,	14 miles, 3,073 feet.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	5,092 feet.
Weight of rail per yard in main road,	50 lbs.
Weight of rail per yard in branch roads,	No branches.
Specify the different weights per yard,	-
Maximum grade, with its length in main road,	50 feet—8,200 feet.
Maximum grade, with its length in branch roads,	-
Total rise and fall in main road,	Rise 94 ⁵⁷ / ₁₀₀ ft., Fall 41 ⁵⁶ / ₁₀₀ ft.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road, [for first nine miles,]	1,400 feet radius.
Shortest radius of curvature, with length of curve, in branch roads,	-
Total degrees of curvature in main road, [for first nine miles,]	217°.

Total degrees of curvature in branch roads, . . .	-	-
Total length of straight line in main road, . . .	11 miles, 4,492 feet.	
Total length of straight line in branches, . . .	-	-
Aggregate length of wooden truss bridges, . . .	No truss bridges.	
Aggregate length of all other wooden bridges, . . .	180 feet.	
Aggregate length of iron bridges, . . .	None.	
Whole length of road unfenced on both sides, . . .	All fenced.	
Number of public ways crossed at grade, . . .	15	
Number of railroads crossed at grade, . . .	None.	
Remarks, . . .	-	-
Way stations for express trains, . . .	None.	
Way stations for accommodation trains, . . .	5	
Flag stations, . . .	None.	
Whole number of way stations, . . .	5	
Whole number of flag stations, . . .	None.	

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	} 29,000. Freight with passenger train. No other.	
Miles run by freight trains, . . .		
Miles run by other trains, . . .		
Total miles run, . . .		29,000
Number of passengers carried in the cars, . . .	72,379	
Number of passengers carried one mile, . . .	664,266	
Number of tons of merchandise carried in the cars, . . .	8,875	
Number of tons of merchandise carried one mile, . . .	86,465	
Number of passengers carried one mile, to and from other roads, . . .	140,915	
Number of tons carried one mile to and from other roads, . . .	69,993	
Rate of speed adopted for express passenger trains, including stops, . . .	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	-	-
Rate of speed adopted for accommodation trains, . . .	24 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	22 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	None.	
Average rate of speed adopted for freight trains, including stops and detentions, . . .	With passenger trains	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	455,160	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	372,082	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	Included below.	
For repairs of wooden bridges, . . .	Nothing.	
For renewals of iron, including laying down, . . .	} Total.	-
For wages of switchmen, average per month, . . .		-
For wages of gate-keepers, average per month, . . .		-
For wages of signal-men, average per month, . . .		-
For wages of watchmen, average per month, . . .		-
Number of men employed, exclusive of those engaged in construction, . . .	17	

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	-
MOTIVE POWER AND CARS.		
For repairs of locomotives, [and cars,]	\$2,674	73
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	Included above.	-
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	"	"
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	"	"
Total for maintenance of motive power and cars,		\$2,674 73
Number of engines,	3	
Number of passenger cars,	5	
Number of baggage cars,	2	
Number of merchandise cars,	18	
Number of gravel cars,	10	
MISCELLANEOUS.		
For fuel used by engines during the year, viz:—		
Wood,	3,819	42
Coal,	-	-
For oil used by cars and engines,	616	15
For waste and other material for cleaning,	-	-
For salaries, wages, and incidental expenses, chargeable to passenger department,	[Including all repairs on road,]	8,866 86
For salaries, wages, and incidental expenses, chargeable to freight department,		
For gratuities and damages,	Nothing.	
For taxes and insurance,	Included above.	
For ferries,	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,	Included above.	
For interest, [including interest on bonds,]	7,701	74
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Included above.	
Total miscellaneous,		21,004 17
Total expenditures for working the road,		\$23,678 90
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	9,989	76
2. To and from other roads, specifying what, [Boston and Maine,]	7,771	55

For Freight :—	
1. On main road and branches owned by company,	\$8,219 83
2. To and from other connecting roads,	— —
United States mails,	Nothing,
Rents,	"
Total income,	\$25,981 14
Net earnings, after deducting expenses,	2,302 24

The Directors present the above return, for the year ending September 15th, 1853.

ACCIDENTS.

We have to report that on the 7th September, Mr. Leander Spofford, a fireman on the road, was instantly killed by the explosion of a locomotive.

Respectfully submitted.

CHAS. J. BROCKWAY.

EDWD. KIMBALL.

ROBT. BAYLEY, JR.

JOS. B. MORSS.

December 30, 1853. Then personally appeared the above-named Charles J. Brockway, Edward Kimball, Robert Bayley, Jr., and Joseph B. Morss, and severally made oath that the above return, by them subscribed, is, to the best of their knowledge and belief, true.

Before me,

E. F. STONE, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
NEW LONDON, WILLIMANTIC, AND PALMER
RAILROAD COMPANY.

*Return of the New London, Willimantic, and Palmer Railroad, under the Act of
May 1, 1849, chap. 191, for the fiscal year ending 31st October, 1853.*

Capital stock,		\$1,700,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$558,861 23	
Capital paid in, since last report,	203 17	
Total amount of capital stock paid in,		559,064 40
Funded debt, per last report,	940,000 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,		940,000 00
Floating debt, per last report,	55,582 17	
Floating debt, paid since last report,	—	—
Floating debt, increase of, since last report,	12,978 13	
Total present amount of floating debt,		68,560 30
Total present amount of funded and floating debt,		1,008,560 30
Average rate of interest, per annum, paid during the year,	6½ per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; Novem- ber, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	411,361 03	
For graduation and masonry, paid during the past year,	1,130 41	
Total amount expended for graduation and masonry,		412,491 44
For wooden bridges, per last report,	84,965 08	
For wooden bridges, paid during the past year,	None.	
Total amount expended for wooden bridges,		84,965 08
Total amount expended for iron bridges, (if any,)	—	—
For superstructure, including iron, per last report,	406,958 62	
For superstructure, including iron, paid during the past year,	14 58	
Total amount expended for superstructure, including iron,		406,973 20

For stations, buildings and fixtures, per last report, .		\$62,050 33	
For stations, buildings and fixtures, paid during the past year, .		10,969 50	
Total amount expended for stations, buildings and fixtures, .			\$73,019 83
For land, land-damages and fences, per last report, .		193,207 88	
For land, land-damages and fences, paid during the past year, .		863 97	
Total amount expended for land, land-damages and fences, .			194,071 85
For locomotives, per last report, .		-	-
For locomotives, paid during the past year, .			
Total amount expended for locomotives, .	Per last report, .	121,344 24	
For passenger and baggage cars, per last report, .			
For passenger and baggage cars, paid during the past year, .	During past year, .	239 50	
Total amount expended for passenger and baggage cars, .			
For merchandise cars, per last report, .	Total expended, .		121,583 74
For merchandise cars, paid during the past year, .			
Total amount expended for merchandise cars, .			
For engineering, per last report, .		58,754 87	
For engineering, paid during the past year, .		-	-
Total amount expended for engineering, .			58,754 87
For agencies and other expenses, per last report, .		-	-
For agencies and other expenses, paid during the past year, .		-	-
Total amount expended for agencies and other expenses, [discount on bonds and scrip,] .			172,469 65
Total cost of road and equipment, .			\$1,524,329 66
CHARACTERISTICS OF ROAD.			
Length of road, .		66 miles.	
Length of single main track, .		About 9 miles in Mass.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .		About 5 miles.	
Weight of rail, per yard, in main road, .		57 lbs.	
Maximum grade, with its length, in main road, .		66 feet—4,750 feet long.	
Total rise and fall in main road, .		1,085 feet.	
Shortest radius of curvature, with length of curve, in main road, .		293°—400 feet long.	
Number of railroads crossed at grade, .		1	
Way stations for accommodation trains, .		11	
Flag stations, .		7	
DOINGS DURING THE YEAR.			
Miles run by passenger trains, .		60,096	
Miles run by freight trains, .		41,316	
Total miles run, .			101,412
Number of passengers carried in the cars, .		130,746	
Rate of speed adopted for accommodation trains, .		30 miles per hour.	

Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	23 miles per hour.
Average rate of speed adopted for freight trains, including stops and detentions, . . .	15 " "
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	\$12,465 93
For wages of switchmen, average per month, \$26 00	—
For wages of watchmen, average per month, 30 00	—
Number of men employed, exclusive of those engaged in construction, . . .	118
MOTIVE POWER AND CARS.	
For repairs of locomotives, [and cars,] . . .	5,131 45
Number of engines, . . .	5
Number of passenger cars, . . .	5
Number of baggage cars, . . .	2
Number of merchandise cars, . . .	86
Number of gravel cars, . . .	8
MISCELLANEOUS.	
For fuel used by engines during the year, viz.: . . .	14,233 59
Wood, . . .	—
Coal, . . .	—
For oil used for cars and engines, [and waste,] . . .	407 43
For salaries, wages and incidental expenses, . . .	28,099 42
For gratuities and damages, . . .	5,168 09
For taxes and insurance, . . .	201 32
For interest, . . .	62,611 54
For amount paid other companies, as rent for use of their roads, specifying each company, [paid Amherst and Belchertown R. R. Co.,] . . .	5,750 00
All other expenses not included in any of the foregoing items, . . .	19,960 78
Total expenditures for working the road, . . .	\$136,432 17
INCOME DURING THE YEAR.	
For Passengers :—	
1. On main road, . . .	64,097 02
For Freight :—	
1. On main road, . . .	57,164 10
2. Miscellaneous, . . .	2,667 55
United States mails, . . .	3,255 82
Rents, . . .	1,531 44
Total income, . . .	128,715 93
DIVIDENDS.	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :	

GORDON L. FORD, *President.*
A. M. FRINK,
ACORS BARNS,
FRANCIS ALLYN,
THOMAS FITCH, 2d,
JOSEPH SMITH,
HENRY P. HAVEN,
Directors.

170 N. LONDON, WILLIMANTIC & PALMER R. R. [Jan.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW LONDON, ss. On the 2nd day of *December*, 1853, personally appeared before me Gordon L. Ford, A. M. Frink, Acors Barns, Francis Allyn, Th. Fitch, 2d, J. Smith, and H. P. Haven, Directors of the New London, Willimantic and Palmer Railroad, and severally made oath that the within return, by them subscribed, is true, to the best of their knowledge and belief.

ROBERT COIT, Jr., *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT
OF THE
NORWICH AND WORCESTER RAILROAD
CORPORATION.

To the Honorable the Legislature of the State of Massachusetts :

The Directors of the Norwich and Worcester Railroad Company respectfully submit their Return and Report of their doings during the past fiscal year, ending November 30, 1853, as required by law.

Capital stock,	\$2,825,000 00
Increase of capital, since last report,	
Capital paid in, per last report,	\$2,121,100 00
Capital paid in, since last report,	1,100 00
Total amount of capital stock paid in,	2,122,200 00
Funded [and deferred] debt, per last report,	701,600 00
Funded debt, paid since last report,	13,500 00
Funded debt, increase of, since last report,	—
Total present amount of funded [and deferred] debt,	688,100 00
Floating debt, per last report,	20,244 48
Floating debt, paid since last report,	—
Floating debt, increase of, since last report,	993 26
Total present amount of floating debt,	
[Interest, \$14,291.07; balance due sundry persons, \$6,946.67,]	21,237 74
Total present amount of funded [deferred] and floating debt, [assets, bills receivable, &c., 116,565.35]	709,337 74
Average rate of interest, per annum, paid during the year, [December, 1852, \$714,733.60,]	5 7-10 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$757,881.12; February, \$729,830.13; March, \$726,445.51; April, \$737,374.78; May, \$708,507.37; June, \$714,826.37; July, \$767,684.01; August, \$759,670.96; September, \$747,614.98; October, \$743,456.51; November, \$709,337.74; December, \$000,000.00.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	614,529 92
For graduation and masonry, paid during past year,	—
Total amount expended for graduation and masonry,	614,529 92

For wooden bridges, per last report,	\$32,750 59	
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,		\$32,750 59
Total amount expended for iron bridges (if any),	-	-
For superstructure, including iron, per last report,	357,181 48	
For superstructure, including iron, paid during the past year,	-	-
Total amount expended for superstructure, including iron,		357,181 48
For stations, buildings and fixtures, per last report,	46,985 55	
For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,		46,985 55
For land, land-damages, and fences, per last report,	142,291 71	
For land, land-damages and fences, paid during the past year,	-	-
Total amount expended for land, land-damages and fences,		142,291 71
For locomotives, per last report,	75,540 44	
For locomotives, paid during the past year,	-	-
Total amount expended for locomotives,		75,540 44
For passenger and baggage cars, per last report,	31,524 88	
For passenger and baggage cars, paid during the past year,	-	-
Total amount expended for passenger and baggage cars,		31,524 88
For merchandise cars, per last report,	42,646 25	
For merchandise cars, paid during the past year,	-	-
Total amount expended for merchandise cars,		42,646 25
For engineering, per last report,	69,499 50½	
For engineering, paid during the past year,	-	-
Total amount expended for engineering,		69,499 50½
For agencies and other expenses, per last report,	1,183,537 87½	
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,		1,183,537 87½
Total cost of road and equipment,		\$2,596,488 20

CHARACTERISTICS OF ROAD.

Length of road,	59 miles.
Length of single main track,	57.2 "
Length of double main track,	1.8 "
Length of branches owned by the company, stating whether they have a single or double track,	7 " single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	-
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads,	56 "
Specify the different weights, per yard,	-
Maximum grade, with its length in main road,	32 feet for 13,265 feet.
Maximum grade, with its length, in branch roads,	-
Total rise and fall in main road,	845.74
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road,	1,910 feet for 3,639 feet, in Massachusetts.

Shortest radius of curvature, with its length of curve, in branch roads,	—	—
Total degrees of curvature, in main road,	424° 30', in Mass.	—
Total degrees of curvature, in branch roads,	—	—
Total length of straight line, in main road,	12.8 miles, in Mass.	—
Total length of straight line, in branches,	—	—
Aggregate length of wooden truss bridges,	1,575 feet.	—
Aggregate length of all other wooden bridges,	—	—
Aggregate length of iron bridges,	—	—
Whole length of road unfenced on both sides,	—	—
Number of public ways crossed at grade,	73	—
Number of railroads crossed at grade,	1—Western Railroad.	—
Remarks,	—	—
Way stations for express trains,	2	—
Way stations for accommodation trains,	14	—
Flag stations,	6	—
Whole number of way stations,	—	—
Whole number of flag stations,	—	—

DOINGS DURING THE YEAR.

Miles run by passenger trains,	131,778 miles.	
Miles run by freight trains,	58,098 "	
Miles run by other trains,	47,957 "	
[Miles run by express freight trains,]	40,106 "	
Total miles run,		277,939
Number of passengers carried in the cars,	210,626	
Number passengers carried one mile,	5,953,511	
Number of tons of merchandise carried in the cars,	90,250	
Number of tons of merchandise carried one mile,	4,590,380.	
Number of passengers carried one mile, to and from other roads,	2,183,940	
Number of tons carried one mile to and from other roads,	2,053,740	
Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 " "	
Rate of speed adopted for accommodation trains,	21 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	27½ " "	
Average rate of speed actually attained by special trains, including stops and detentions,	No trains.	
Average rate of speed adopted for freight trains, including stops and detentions,	9½ miles per hour.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	5,785,000	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	13,250,260	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$25,823 34	
For repairs of wooden bridges,	3,537 90	
For renewals of iron, including laying down,	—	
For wages of switchmen, average per month, \$30,		
For wages of gate-keepers, average per month, 26½,		
For wages of signal-men, average per month, 12,		
For wages of watchmen, average per month, 30,		
Total,	2,911 43	

Number of men employed, exclusive of those engaged in construction,	181	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	\$12 00	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	
Total for maintenance of way,		\$32,284 67

MOTIVE POWER AND CARS.

For repairs of locomotives,	20,488 72	
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	7,265 94	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	5,568 39	
For new merchandise cars to cover depreciation,	38 00	
For repairs of gravel and other cars,	384 92	
Total for maintenance of motive power and cars,		33,745 97
Number of engines,	15, 9 8-wheel 6 6-wheel.	
Number of passenger cars,	15 8-wheel.	
Number of baggage cars,	2 4-wheel.	
Number of merchandise cars,	123, 122 8-wheel 1 4-wheel.	
Number of gravel cars,	5 4-wheel.	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, \$41,704.11,	}	42,350 27
Coal, \$646.16,		
For oil used by cars and engines,		4,766 31
For waste and other material for cleaning,		586 74
For salaries, wages and incidental expenses, chargeable to passenger department,		11,873 31
For salaries, wages and incidental expenses, chargeable to freight department,		23,931 87
For gratuities and damages,		2,092 14
For taxes and insurance,		3,795 17
For ferries,		-
For repairs of station buildings, aqueducts, fixtures, furniture,		2,190 61
For interest, [38,183 14]		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,		-
For amount paid other companies, as rent for use of their roads, specifying each company,		-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		5,316 40
Total miscellaneous,	6,883 11	103,793 93
Total expenditures for working the road,		\$169,824 57
[Interest,]		38,183 14
[Total expenses and interest,]		\$208,007 71

INCOME DURING THE YEAR.	
<i>For Passengers:—</i>	
1. On main road, including branches owned by company, [local,]	\$100,330 85
2. To and from other roads, specifying what, [Boston & Wor. and Wor. & Nashua R. R., Prov. & Wor. and N. L., Will. & Palmer do.],	37,963 51
	138,294 36
<i>For Freight:—</i>	
1. On main road and branches owned by company, [local freight,]	105,664 80
2. To and from other connecting roads, [Boston & Wor. and Wor. & Nashua R. R., Prov. & Wor. and N. L., Will. & Palmer do.],	53,661 30
	159,326 10
United States mails,	7,000 00
Rents, [\$3,227.38; other income, \$13,198.30.],	16,425 68
	23,425 68
Total income,	321,046 14
Net earnings, after deducting expenses [and interest],	\$113,038 43
DIVIDENDS.	
4 per cent. Total,	84,418 00
Surplus not divided,	—
Surplus last year,	—
Total surplus,	\$67,223 81

As the books of the company have not been kept in conformity to the requisition of the Act of April 16, 1846, some of the items in the return cannot be given; and characteristics of the road are incomplete, for the reason that the note books, etc., of the location of the road have been lost or mislaid.

During the year there has been two regular accommodation passenger trains, a freight train with passenger car attached; also a fourth express passenger train, express freight train, and a way freight train over the road daily each way, making six trains per day each way, between Norwich and Worcester.

The following accidents have occurred during the past year, viz.:

August 31, 1853. A man was killed a few rods south of Greenville Depot, being struck by the engine of the downward boat train. Verdict of the jury—killed whilst walking on the track in a state of intoxication.

November 9, 1853. Way freight train up was thrown from the track at the Junction, in Worcester, in consequence of the Western Railroad Company having a rail and frog up for repairs, and neglecting to signalize the approaching trains. No person injured. Engine and cars broken.

Since the last annual report (Nov. 30, 1852,) the ten per cent. due on one hundred and ten shares of preferred stock referred to in that report has been paid—making twenty-one thousand one hundred and ten shares,

(21,110) of full preferred stock, and leaving 112 shares of old stock, in the hands of stockholders.

All which is respectfully submitted with the report of the Commissioners of the Commonwealth of Massachusetts, and the State of Connecticut, as required by law.

JOEL W. WHITE,
JEDEDIAH HUNTINGTON,
J. N. PERKINS,
CHARLES JOHNSON,
Directors.

NEW LONDON COUNTY, ss. NORWICH, *December 31, A. D. 1853.*
Then and there personally appeared. Joel W. White, Jedediah Huntington, J. N. Perkins, and Charles Johnson, who signed the above and foregoing, and made solemn oath to the truth of the same, according to their best knowledge and belief.

Before me, WILLIAM BOND, *Justice of the Peace.*

ROBERT BAYARD.
C. W. ROCKWELL.
ROB. D. WEEKS.
F. F. MARBURY.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. On this 5th day of *January, A. D. 1854,* before me, the undersigned, a notary public of the State of New York, duly commissioned and sworn in and for the city and county of New York, personally appeared Robert Bayard, Charles W. Rockwell, Robert D. Weeks and Francis F. Marbury, who signed the above and foregoing, and severally made solemn oath to the truth of the same, according to the best of their knowledge and belief. Witness my hand and official seal hereto affixed.

WALTER EDWARDS, *Notary Public.*

[L. s.]

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditures of the road, and decide what portion of said expenditures are to be applied to the different sections of the road—

Report, that on the day of 185 , we examined the accounts
of said company up to the 30th of November, 1853, and found that
there had been expended for the road in Connecticut, to the 30th of
November, 1853, the sum of . . \$1,824,056 59

That there had been expended in Massachusetts, to the 30th
of November, 1853, the sum of . . . 772,431 61

Making the whole cost to November 30, 1853, . . \$2,596,488 20

They further report, that the accounts of the expenditure
on the road, in each State, has been kept separate and
distinct, as required by the charter.

That the receipts of the company for twelve months, end-
ing November 30, 1853, were . . . 321,046 14

Expenditures were, for repairs of road, cars, locomotives,
bridges, station-houses, fuel, passenger and freight ex-
penses, &c., 169,824 57

\$151,221 57

From which deduct interest, 38,163 14

Leaving net, after paying expenses and interest, . . \$113,038 43

Of which, we have set down to

Massachusetts, one-third, . . \$37,679 47 $\frac{2}{3}$

Connecticut, two-thirds, . . 75,358 95 $\frac{1}{3}$

\$113,038 43

CHARLES L. PUTNAM,

Commissioner for the Commonwealth of Massachusetts.

W. P. EATON,

Commissioner for the State of Connecticut.

December 30, 1853.

TENTH ANNUAL REPORT

OF THE

OLD COLONY RAILROAD COMPANY.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized,]		\$2,100,000 00
Increase of capital, since last report,	Nothing.	
Capital paid in, per last report,	\$1,964,070 00	
Capital paid in, since last report,	Nothing.	
Total amount of capital stock paid in,		1,964,070 00
Funded debt, per last report,	283,300 00	
Funded debt, paid since last report, [bought by the Company,]	71,100 00	
Funded debt, increase of, since last report, [new bonds, \$11,000,]	-	-
Total present amount of funded debt,		223,200 00
Floating debt, per last report,	Nothing.	
Floating debt, paid since last report,	-	-
Floating debt, increase of, since last report, [difference between notes payable and receivable,]	70,888 13	
Total present amount of floating debt, [difference between notes payable and receivable,]		70,888 13
Total present amount of funded and floating debt,		294,088 13
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debt, for each month during year, viz.: January, \$289,112.98; February, \$310,612.98; March, \$316,612.98; April, \$316,612.98; May, \$316,612.98; June, 301,612.98; July, \$295,412.98; August, \$252,012.98; September, \$253,712.98; October, \$279,945.63; November, \$282,998.13; December, [1852,] \$289,112.98.	Above funded and floating debt.	
COST OF ROAD AND EQUIPMENT.		
[For Abington Branch, per last report,]	129,098 87	
For graduation and masonry, per last report,	237,340 12	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,	-	-
For wooden bridges, per last report,	88,496 98	
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,	-	-
Total amount expended for iron bridges (if any),	-	-

For superstructure, including iron, per last report, .	\$477,046 20	
For superstructure, including iron, paid during the past year, .	-	-
Total amount expended for superstructure, including iron, .	-	-
For stations, buildings and fixtures, per last report, .	207,434 23	
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .	-	-
For land, land-damages and fences, per last report, .	645,494 10	
For land, land-damages and fences, paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .	-	-
For locomotives, per last report, .	95,259 80	
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .	-	-
For passenger and baggage cars, per last report, .	53,281 23	
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .	-	-
For merchandise cars, per last report, .	36,717 04	
For merchandise cars, paid during the past year, [bought cars and charged to expenses,] .	7,200 00	
Total amount expended for merchandise cars, .	-	-
For engineering, per last report, [and agencies, &c.,] .	323,366 26	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .	-	-
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .	-	-
Total cost of road and equipment, .		\$2,293,534 83
[The total cost of road and equipment appears by ledger, \$2,293,534.83. The books were not kept originally to show these various items, and it is difficult, if not impossible, to state the details with perfect accuracy.]		

CHARACTERISTICS OF ROAD.

Length of road, .	37½ miles.
Length of single main track, .	25½ "
Length of double main track, .	11½ "
Length of branches owned by the company, stating whether they have a single or double track, .	7½ " —single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	6 and 755-1000 of a mile.
Weight of rail, per yard, in main road, .	56 to 70 lbs.
Weight of rail, per yard, in branch roads, .	50 to 56 lbs.
Specify the different weights per yard, .	50, 56, 70.
Maximum grade, with its length, in main road, .	39 6-10 feet for 6,000 ft.
Maximum grade, with its length, in branch roads, .	39 6-10 feet for 10,500 ft.
Total rise and fall in main road, .	509 2-10 feet.

Total rise and fall in branch roads,	148 feet.
Shortest radius of curvature, with length of curve, in main road, [at Boston,]	520 feet for 450 feet.
Shortest radius of curvature, with length of curve, in branch roads,	301 feet in 140 feet.
Total degrees of curvature, in main road,	853°.
Total degrees of curvature, in branch roads,	172°.
Total length of straight line, in main road,	30 miles, 860 feet.
Total length of straight line, in branches,	5 miles, 4,708 feet.
Aggregate length of wooden truss bridges,	217 feet.
Aggregate length of all other wooden bridges,	2,915 feet.
Aggregate length of iron bridges,	—
Whole length of road unfenced on both sides, [marsh and swamp not included,]	1½ miles.
Number of public ways crossed at grade, [by main road and branches owned by Company,]	43
Number of railroads crossed at grade,	—
Remarks,	—
Way stations for express trains, [stops regularly at South Braintree only,]	1
Way stations for accommodation trains,	16
Flag stations,	7
Whole number of way stations,	16
Whole number of flag stations,	7

DOINGS DURING THE YEAR.

Miles run by passenger trains,	175,537	
Miles run by freight trains,	38,261	
Miles run by other trains,	23,997	
Total miles run,		237,795
Number of passengers carried in the cars,	721,450	
Number of passengers carried one mile,	10,732,734	
Number of tons of merchandise carried in the cars,	118,410	
Number of tons of merchandise carried one mile,	1,806,414	
Number of passengers carried one mile, to and from other roads, [N. Y. boats, Fall River Railroad, and Cape Cod R. R.,]	2,656,535	
Number of tons carried one mile, to and from other roads, [merchandise—N. Y. boats, Fall River and Cape Cod R. R.,]	834,773	
Rate of speed adopted for express passenger trains, including stops,	About 28 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	" 28 " "	
Rate of speed adopted for accommodation trains,	" 20 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	" 19 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	" 19 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	" 12½ " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	5,792,937	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	2,653,609	

EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .	\$32,031 27	
For repairs of wooden bridges, .	1,818 22	
*For renewals of iron, including laying down, .	-	-
For wages of switchmen, average per month, \$29	Total, } 2,196 59	
For wages of gate-keepers, average per month, 28		
For wages of signal-men, average per month, 26		
For wages of watchmen, average per month, 34		
Number of men employed, exclusive of those engaged in construction, .	About 200.	
For removing ice and snow, (this item to include all labor, tools, repairs and extra steam-power used,).	181 77	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, [included in depot repairs.] .	-	-
Total for maintenance of way, .		\$40,463 28
MOTIVE POWER AND CARS.		
For repairs of locomotives, .	13,797 85	
For new locomotives to cover depreciation, .	-	-
For repairs of passenger cars, .	6,861 99	
For new passenger cars to cover depreciation, .	-	
For repairs of merchandise cars, .	2,090 28	
For new merchandise cars to cover depreciation, [\$7,200 charged freight expense,] .	-	-
For repairs of gravel and other cars, .	2,848 63	
Total for maintenance of motive power and cars, .		25,598 73
Number of engines, .	13	
Number of passenger cars, .	25	
Number of baggage cars, .	4	
Number of merchandise cars, .	158	
Number of gravel cars, .	20	
MISCELLANEOUS.		
For fuel used during the year, viz.:—	43,796 62	
Wood, . \$42,482 34	-	-
Coal, . 1,314 28	-	-
For oil used by cars and engines, .	4,637 25	
For waste and other material for cleaning, .	704 71	
For salaries, wages and incidental expenses, chargeable to passenger department, .	32,964 73	
For salaries, wages and incidental expenses, chargeable to freight department, .	19,081 92	
For gratuities and damages, .	4,516 49	
For taxes and insurance, .	5,278 02	
For ferries, .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, .	4,281 81	
For interest, .	1,818 03	
[For interest on bonds,] .	16,411 80	

* A large amount has been expended for renewals of iron, but the increased value of the stock on hand, and sales of old iron, makes the amount credited this account exceed the expenditure.

For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [F. River R. R. for use of cars and risk on O. Colony, C. Cod and N. Y. boats,]	\$10,313 56	
For amount paid other companies, as rent for use of their roads, specifying each company, [So. Shore R. R.; \$24,600; and Dor. & Mil. Br. R. R., 7,630,]	32,230 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	8,733 82	
[Miscellaneous items, not included in above,]	1,232 59	
Total miscellaneous,		\$186,001 36
Total expenditures for working the road,		\$252,063 37

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company,	214,498 91
2. To and from other roads, specifying what, [F. River R. R., C. Cod do., and N. Y. boats,]	47,395 11

For Freight :—

1. On main road and branches owned by company,	49,351 63
2. To and from other connecting roads, [F. River R. R., C. Cod do., and N. York boats,]	36,123 69
U. S. Mails, [for eleven months' service,]	3,790 33
Rents,	1,609 39
[Carrying city offal, \$4,515; gravelling, 17,595.78,]	22,110 78
Total income,	374,879 84
Net earnings, after deducting expenses,	\$122,816 47

DIVIDENDS.

Per cent. Total,	None.
Surplus not divided,	122,816 47
Surplus last year,	152,046 68
Total surplus,	274,863 15

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
VIZ.:

Road and bridges,	Nothing.
Buildings,	Nothing.
Engines and cars,	Nothing.

ACCIDENTS.

The following fatal accidents and serious injuries have happened during the year ending November 30, 1853 :—

December 30, 1852.—Richard Smith, of Quincy, was walking on the track, a gravel train approached him from the opposite direction on the same track ; to avoid it he stepped on to the other track, and was immediately run down by a passenger train going in the opposite direction, and was so much injured that he died the same night. The accident happened in Dorchester.

January 7, 1853.—Frank Ward, of Boston, wheelwright, got on to a gravel train, in Quincy, without leave and contrary to the rule of the road, and was not observed by the brakeman until after the train had started, who cautioned him of his dangerous position, sitting on the front edge of the car ; almost immediately the man disappeared, having fallen under the train, and was run over by twelve or more cars, and instantly killed.

April 16.—John Henry Sampson, while walking in Quincy, on the inner track to Boston, was run down by a train coming behind him in the same direction, and was so much injured that he died soon after. The whistle of the approaching train was seasonably sounded, which he appeared to hear, but he was probably confused by a train which was at the same time approaching him in a contrary direction on the other track.

June 3.—Dennis Shea, laborer, employed on a gravel train, stepped upon a loaded car of a train while it was in motion, at Halifax, and fell between the cars, was run over and instantly killed.

July 4. ———, a boy, while playing with other boys at Neponset station, in Dorchester, either reached over too far from the platform, while standing in a crowd of persons to observe an approaching train, or else imprudently ran upon the track directly in front of the engine, and was instantly run down and killed.

August 13.—William Murray, a brakeman on a train running on the South Shore Railroad, was found on a freight car, dead, and is supposed to have been struck by a bridge while imprudently standing on the car.

September 6.—Mrs. Holbrook, of Weymouth, was riding in a wagon with two other ladies; they heard a train approaching while at a considerable distance from the track ; they stopped their horse and got out of the wagon ; Mrs. Holbrook got in again to hold the horse, which became restive, and finally ran away. Mrs. H. was thrown out, but whether by the upsetting of the wagon previously to striking the cars, or in consequence of it, is not certainly known. She was much injured, and lived a few days only.

FRANCIS B. CROWNINSHIELD,
WILLIAM J. WALKER,
H. H. HUNNEWELL,

Boston, December 31, 1853.

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, *December 31, 1853.* Then personally appeared William J. Walker, H. H. Hunnewell, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, F. B. CROWNINSHIELD, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, *December 31, 1853.* Then personally appeared Francis B. Crowninshield, and made oath that the foregoing return, by him subscribed, is true, according to his best knowledge and belief.

Before me, H. G. GORHAM, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD
COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1842,
chap. 191, to January 1, 1854.*

Capital stock, [by charter, \$340,000,].	.	.	\$275,000 00 not all issued.
Increase of capital, since last report,	.	.	None.
Capital paid in, per last report,	.	.	210,800 00
Capital paid in, since last report,	.	.	400 00
Total amount of capital stock paid in,	.	.	\$211,200 00
Funded debt, per last report,	.	.	32,400 00
Funded debt, paid since last report,	.	.	15,100 00
Funded debt, increase of since last report,	.	.	None.
Total present amount of funded debt,	.	.	18,300 00
Floating debt, per last report,	.	.	6,052 64
Floating debt, paid since last report,	.	.	Charged,
Floating debt, increase of, since last report,	.	.	1,350 09
Total present amount of floating debt,	.	.	7,402 73
Total present amount of funded and floating debt,	.	.	25,702 73
Average rate of interest, per annum, paid during the year,	.	.	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$33,452.64; February, \$33,480.64; March, \$33,380.64; April, \$33,380 64; May, \$33,380.64; June, \$33,380.64; July, \$33,380.64; August, \$26,302.73; September, \$25,702.73; October, \$25,702.73; November, \$25,702.73; December, \$25,702.73.			

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment, [as before reported,]	.	.	263,576 28
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CHARACTERISTICS OF ROAD.

Length of road,	.	.	14 miles 391½ feet.
Length of single main track,	.	.	14 miles 391½ feet.
Length of double main track,	.	.	None.
Length of branches owned by the company, stating whether they have a single or double track,	.	.	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	.	.	2,210 feet.
Weight of rail, per yard, in main road,	.	.	50 and 53 lbs.
Weight of rail, per yard, in branch roads,	.	.	No branches.

Specify the different weights per yard, . . .	50 and 53 lbs.
Maximum grade, with its length, in main road, . . .	50 feet, 5,190 feet long.
Maximum grade, with its length, in branch roads, . . .	No branches.
Total rise and fall in main road, . . .	327.59 feet.
Total rise and fall in branch roads, . . .	No branches.
Shortest radius of curvature, with length of curve, in main road, . . .	1,146 ft. radius, 700 ft. ^[long.]
Shortest radius of curvature, with length of curve, in branch roads, . . .	None.
Total degrees of curvature, in main road, . . .	588° 18'.
Total degrees of curvature, in branch roads, . . .	None.
Total length of straight line, in main road, . . .	8.64 miles.
Total length of straight line, in branches, . . .	None.
Aggregate length of wooden truss bridges, . . .	205 feet.
Aggregate length of all other wooden bridges, . . .	140 feet.
Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	None.
Number of public ways crossed at grade, . . .	12
Number of railroads crossed at grade, . . .	1, Worcester & Nashua.
Remarks, . . .	—
Way stations for express trains, . . .	None.
Way stations for accommodation trains, . . .	4
Flag stations, . . .	None.
Whole number of way stations, . . .	4
Whole number of flag stations, . . .	None.

DOINGS DURING THE YEAR.

[Operated by Fitchburg Company, under a lease before reported.]

EXPENDITURES FOR WORKING THE ROAD.

[Paid by Fitchburg Company.]

MOTIVE POWER AND CARS.

[None.]

MISCELLANEOUS.

For fuel used by engines during the year, viz.: . . .	—	—
Wood, . . .	—	—
Coal, . . .	—	—
For oil used by cars and engines, . . .	—	—
For waste and other material for cleaning, . . .	—	—
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	—	—
For salaries, wages and incidental expenses, chargeable to freight department, . . .	—	—
For gratuities and damages, . . .	—	—
For taxes and insurance, . . .	—	—
For ferries, . . .	—	—
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	—	—
For interest, . . .	—	—
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . .	—	—
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	—	—

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	\$300 00			
Total miscellaneous,	-	-		
Total expenditures for working the road,	-	-		
 INCOME DURING THE YEAR.				
For Passengers :—				
1. On main road, including branches owned by company,	}	7 per cent. on cost.		
2. To and from other roads, specifying what,				
For Freight :—				
1. On main road and branches owned by company,				
2. To and from other connecting roads,				
U. S. Mails,				
Rents,				
Total income,				
Net earnings, after deducting expenses,				
 DIVIDENDS.				
Per cent. Total,	None the past year.			
Surplus not divided,	Balance of stock.			
Surplus last year,	-	-		
Total surplus,	-	-		

J. M. MAYNARD.
JOHN NESMITH.
DANIEL ADAMS.
F. A. WORCESTER.
WALTER FESSENDEN.
DAVID LORING.

MIDDLESEX, ss. *December 27, 1853.* Then personally appeared John M. Maynard, John Nesmith, F. A. Worcester, Daniel Adams and Walter Fessenden, and made oath that the within return, signed by them, is true, according to their best knowledge and belief.

Before me, WM. W. WHEILDON, *Justice of the Peace.*

MIDDLESEX, ss. *December 27 1853.* Then personally appeared David Loring, and made oath that the within return, by him signed, is true, according to his best knowledge and belief.

Before me, WM. W. WHEILDON, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD
COMPANY.

*Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending November 30, 1853.*

Capital stock,	\$500,000 00
Increase of capital since last report,	—
Capital paid in, per last report,	—
Capital paid in, since last report,	—
Total amount of capital stock paid in,	450,000 00
Funded debt, per last report,	—
Funded debt paid since last report,	—
Funded debt, increase of, since last report,	—
Total present amount of funded debt,	—
Floating debt, per last report,	—
Floating debt paid since last report,	—
Floating debt, increase of, since last report,	—
Total present amount of floating debt,	—
Total present amount of funded and floating debt,	—
Average rate of interest per annum paid during the year,	—
Maximum amount of debt for each month during the year, viz: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; Novem- ber, \$; December, \$.	—
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	—
For graduation and masonry paid during the past year,	—
Total amount expended for graduation and masonry,	108,827 47
For wooden bridges, per last report,	—
For wooden bridges, paid during the past year,	—
Total amount expended for wooden bridges,	7,244 00
Total amount expended for iron bridges (if any),	1,303 00
For superstructure, including iron, per last report,	—
For superstructure, including iron, paid during the past year,	—
Total amount expended for superstructure, including iron,	201,395 32
For stations, buildings and fixtures, per last report,	—

For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	\$29,311 33
For land, land-damages and fences, per last report,	-	-
For land, land-damages and fences, paid during the past year,	-	-
Total amount expended for land, land-damages and fences,	-	63,742 95
For locomotives, per last report,	-	-
For locomotives paid during the past year,	-	-
Total amount expended for locomotives,	-	7,000 00
For passenger and baggage cars, per last report,	-	-
For passenger and baggage cars paid during the past year,	-	-
Total amount expended for passenger and baggage cars,	-	4,247 43
For merchandise cars, per last report,	-	-
For merchandise cars paid during the past year,	-	-
Total amount expended for merchandise cars,	-	-
For engineering, per last report,	-	-
For engineering, paid during the past year,	-	-
Total amount expended for engineering,	-	20,605 56
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,	-	-
Total cost of road and equipment,	-	\$443,677 68

CHARACTERISTICS OF ROAD.

Length of road,	18.65 miles.
Length of single main track,	17.95 miles.
Length of double main track, . . . . .	.70 mile.
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings and other tracks, excepting main tracks and branches, . . . . .	.70 mile.
Weight of rail per yard, in main road,	-
Weight of rail per yard, in branch roads,	56 lbs. per yard.
Specify the different weights per yard,	-
Maximum grade, with its length, in main road,	66 feet, 222 feet long.
Maximum grade, with its length, in branch roads,	-
Total rise and fall in main road,	365 feet.
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve, in main road,	477½ ft., 722 ft. long.
Shortest radius of curvature, with length of curve, in branch roads,	-
Total degrees of curvature, in main road,	710° 1'.
Total degrees of curvature, in branch roads,	-
Total length of straight line, in main road,	13.39 miles.
Total length of straight line, in branches,	-
Aggregate length of wooden truss bridges,	364 feet.
Aggregate length of all other wooden bridges,	-
Aggregate length of iron bridges,	30 feet.

Whole length of road unfenced on both sides,	.	.	.	-	-
Number of public ways crossed at grade,	.	.	17	-	-
Number of railroads crossed at grade,	.	.	-	-	-
Remarks,	.	.	-	-	-
Way stations for express trains,	.	.	-	-	-
Way stations for accommodation trains,	.	.	2	-	-
Flag stations,	.	.	4	-	-
Whole number of way stations,	.	.	2	-	-
Whole number of flag stations,	.	.	4	-	-
DOINGS DURING THE YEAR.					
Miles run by passenger trains,	.	.	}	24,880	-
Miles run by freight trains,	.	.		-	-
Miles run by other trains,	.	.		-	-
Total miles run,	.	.			24,880
Number of passengers carried in the cars,	.	.		52,659	
Number of passengers carried one mile,	.	.		835,828	
Number of tons of merchandise carried in the cars,	.	.		24,699	
Number of tons of merchandise carried one mile,	.	.		386,650	
Number of passengers carried one mile, to and from other roads,	.	.		198,185	
Number of tons carried one mile to and from other roads,	.	.		-	-
Rate of speed adopted for express passenger trains, including stops,	.	.	}	20 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	.	.			
Rate of speed adopted for accommodation trains,	.	.			
Rate of speed actually attained by accommodation trains, including stops and detentions,	.	.			
Average rate of speed actually attained by special trains, including stops and detentions,	.	.			
Average rate of speed adopted for freight trains, including stops and detentions,	.	.			
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	.	.		-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	.	.		-	-
EXPENDITURES FOR WORKING THE ROAD.					
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	.	.		\$5,010 00	
For repairs of wooden bridges,	.	.	Total. }	-	-
For renewals of iron, including laying down,	.	.		-	-
For wages of switchmen, average per month, \$	.	.		-	-
For wages of gate-keepers, average per month, \$	.	.		-	-
For wages of signal-men, average per month, \$	.	.		-	-
For wages of watchmen, average per month, \$	.	.		-	-
Number of men employed, exclusive of those engaged in construction,	.	.		-	-
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	.	.		100 00	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	.	.		-	-
Total for maintenance of way,	.	.			\$5,110 00

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$1,499 13	
For new locomotives to cover depreciation,	—	—
For repairs of passenger cars,	98 66	
For new passenger cars to cover depreciation,	—	—
For repairs of merchandise cars,	1,222 21	
For new merchandise cars to cover depreciation,	—	—
For repairs of gravel and other cars,	—	—
Total for maintenance of motive power and cars,		\$2,820 00
Number of engines,	1	
Number of passenger cars,	2	
Number of baggage cars,	1	
Number of merchandise cars,	—	—
Number of gravel cars,	—	—

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood,	}	3,248 80
Coal,		
For oil used by cars and engines,		1,025 00
For waste and other material for cleaning,		49 75
For salaries, wages and incidental expenses, charge- able to passenger department,		7,660 45
For salaries, wages and incidental expenses, charge- able to freight department,		1,000 00
For gratuities and damages,		—
For taxes and insurance,		—
For ferries,		—
For repairs of station buildings, aqueducts, fixtures, furniture,		210 00
For interest,		—
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company,		—
For amount paid other companies, as rent for use of their roads, specifying each company,		—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		—
Total miscellaneous,		13,194 00
Total expenditures for working the road,		\$21,124 00

INCOME DURING THE YEAR.

<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	21,230 87	
2. To and from other roads, specifying what,	—	—
<i>For Freight:—</i>		
1. On main road and branches owned by company,	25,201 94	
2. To and from other connecting roads,	—	—
United States mails,	900 00	
Rents,	—	—
Total income,		47,332 81
Net earnings, after deducting expenses,		

DIVIDENDS.							
6 per cent. Total,	.	.	.	.	.	\$27,000	00
Surplus not divided,	.	.	.	.	.	-	-
Surplus last year,	.	.	.	.	.	-	-
Total surplus,	.	.	.	.	.	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,							
VIZ.:							
Road and bridges,	.	.	.	.	.	-	-
Buildings,	.	.	.	.	.	-	-
Engines and cars,	.	.	.	.	.	-	-

WILLIAM H. SWIFT,
 JOSIAH STICKNEY,
 STEPHEN FAIRBANKS,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 31, 1853.

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
PROVIDENCE, WARREN AND BRISTOL RAIL-
ROAD COMPANY.

Return of the Providence, Warren and Bristol Railroad, under the Act of May 1, 1849, chap. 191.

The capital stock,	\$75,000 00
Capital paid in,	\$15,000 00
Paid on account of graduation and masonry,	291 28

This company was organized July 9, 1853, and has commenced the construction of the road.

THOS. M. BURGESS,
ROBERT H. IVES,
AMOS D. SMITH,
TRISTAM BURGESS,
C. H. DABNEY,
Directors.

December 12, 1853.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

PROVIDENCE, ss. In the city of Providence, on the twelfth day of December, A. D. 1853, came Thomas M. Burgess, Robert H. Ives and Amos D. Smith, and on the 17th day of December, A. D. 1853, came Charles H. Dabney, who severally made oath to the truth of the statement within, by them respectively signed, in their said capacity of Directors of the Providence, Warren and Bristol Railroad Company.

Before me, WINGATE HAYES, *Justice of the Peace.*

NINTH ANNUAL REPORT
OF THE
PROVIDENCE AND WORCESTER RAILROAD
CORPORATION.

Return of the Providence and Worcester Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending November 30, 1853.

Capital stock,	\$1,481,800 00
Increase of capital, since last report,	\$24,300 00
Capital paid in, per last report,	1,457,500 00
Capital paid in, since last report,	24,300 00
Total amount of capital stock paid in,	1,481,800 00
Funded debt, per last report,	300,000 00
Funded debt, paid since last report,	None.
Funded debt, increase of, since last report,	None.
Total present amount of funded debt,	300,000 00
Floating debt, per last report,	None.
Floating debt, paid since last report,	None.
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	300,000 00
Average rate of interest, per annum, paid during the year,	6 per cent.
Maximum amount of debt for each month during the year, viz. : January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$	

COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,.	
For wooden bridges, per last report,	

For wooden bridges, paid during the past year,	For construc-		
Total amount expended for wooden bridges,	tion, per last		
Total amount expended for iron bridges (if any),	report,		
For superstructure, including iron, per last report,	\$1,566,612 63	\$1,612,700 96	
For superstructure, including iron, paid during the past year,	Paid during		
Total amount expended for superstructure, including iron,	this year,		
For stations, buildings and fixtures, per last report,	\$46,088 33		
For stations, buildings and fixtures, paid during the past year,			
Total amount expended for stations, buildings and fixtures,			
For land, land-damages and fences, per last report,			
For land, land-damages and fences, paid during the past year,			
Total amount expended for land, land-damages and fences,			
For locomotives, per last report,		\$61,470 21	
Paid during this year,		15,814 25	
Total amount expended for locomotives,		77,284 46	
For passenger and baggage cars, per last report,	For passenger		
For passenger and baggage cars, paid during the past year,	and merch'n-		
Total amount expended for passen-ger and baggage cars,	dise cars, per		
For merchandise cars, per last report,	last report,	\$103,415 34	116,090 34
For merchandise cars, paid during the past year,	Paid during		
Total amount expended for merchan-dise cars,	this year, .	\$12,675 00	
For engineering, per last report,		-	-
For engineering, paid during the past year,		-	-
Total amount expended for engineering,		-	-
For agencies and other expenses, per last report,		-	-
For agencies and other expenses, paid during the past year,		-	-
Total amount expended for agencies and other ex-penses,		-	-
[Total,]		\$1,806,075 76	
[Deduct surplus earnings this year,]		14,076 53	
Total cost of road and equipment,		\$1,791,999 23	

CHARACTERISTICS OF ROAD.

Length of road,	43.41 miles.
Length of single main track,	38 "
Length of double main track,	5.41 "

Length of branches owned by the company, stating whether they have a single or double track, . . .	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	8.50 miles.
Weight of rail, per yard, in main road, . . .	58 lbs.
Weight of rail, per yard, in branch roads, . . .	—
Specify the different weights per yard, . . .	—
Maximum grade, with its length, in main road, . . .	27 ft. per mile for 4,300 ft.
Maximum grade, with its length, in branch roads, . . .	—
Total rise and fall in main road, . . .	Rise 526 ft., Fall 56 ft.
Total rise and fall in branch roads, . . .	—
Shortest radius of curvature, with length of curve, in main road, . . .	716 feet for 875 feet.
Shortest radius of curvature, with length of curve, in branch roads, . . .	—
Total degrees of curvature, in main road, . . .	2,546° 30'.
Total degrees of curvature, in branch roads, . . .	—
Total length of straight line, in main road, . . .	28.75 miles.
Total length of straight line, in branches, . . .	—
Aggregate length of wooden truss bridges, . . .	3,355 feet.
Aggregate length of all other wooden bridges, . . .	1,330 feet.
Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	None.
Number of public ways crossed at grade, . . .	43
Number of railroads crossed at grade, . . .	None.
Remarks, . . .	—
Way stations for express trains, . . .	No express trains run.
Way stations for accommodation trains, . . .	18.
Flag stations, . . .	2
Whole number of way stations, . . .	18
Whole number of flag stations, . . .	2

* DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	125,593	
Miles run by freight trains, . . .	57,038	
Miles run by other trains, . . .	1,762	
Total miles run, . . .		184,393
Number of passengers carried in the cars, . . .	636,285	
Number of passengers carried one mile, . . .	6,224,643	
Number of tons of merchandise carried in the cars, . . .	83,760	
Number of tons of merchandise carried one mile, . . .	2,224,954	
Number of passengers carried one mile, to and from other roads, . . .	654,484	
Number of tons carried one mile to and from other roads, . . .	755,656	
Rate of speed adopted for express passenger trains, including stops, . . .	No express trains run.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	—	—
Rate of speed adopted for accommodation trains, . . .	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	—	—
Average rate of speed adopted for freight trains, including stops and detentions, . . .	12 miles per hour	

Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	3,500,000
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	9,000,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	-	-
For repairs of wooden bridges, . . .	-	-
For renewals of iron, including laying down, . . .	-	-
For wages of switchmen, average per month, \$. . .	{ The duties of these men being mixed up with their other duties as station laborers, their wages in these capacities cannot be determined.	
For wages of gate-keepers, average per month, \$. . .		
For wages of signal-men, average per month, \$. . .		
For wages for watchmen, average per month, \$. . .		
Number of men employed, exclusive of those engaged in construction, . . .	200	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), . . .	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	-	-
Total for maintenance of way, . . .		\$20,940 92

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	\$9,307 58
For new locomotives, to cover depreciation, . . .	{ 11,064 30
For repairs of passenger cars, . . . [\$5,788 65,]	
For new passenger cars, to cover depreciation, . . .	
For repairs of merchandise cars, . . . [\$5,275 65,]	
For new merchandise cars, to cover depreciation, . . .	
For repairs of gravel and other cars, . . .	{ 20,371 88
Total for maintenance of motive power and cars, . . .	
Number of engines, . . .	9
Number of passenger cars, . . .	14 first class.
Number of baggage cars, . . .	{ 4 second class, partly used for baggage.
Number of merchandise cars, . . .	255
Number of gravel cars, . . .	{ 65, included in merchandise cars.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—	
Wood, . . .	{ \$33,911 65
Coal, . . .	
For oil used by cars and engines, . . .	2,280 16
For waste and other material for cleaning, . . .	No separate account kept.
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	21,644 45
For salaries, wages and incidental expenses, chargeable to freight department, . . .	26,255 22

For gratuities and damages,	
For taxes and insurance,	
For ferries,	
For repairs of station buildings, aqueducts, fixtures, furniture,	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	\$45,121 49
For amount paid other companies, as rent for use of their roads, specifying each company,	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
Total miscellaneous,	
Total expenditures for working the road,	170,525 77
[For interest, paid on bonds,]	16,590 23

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For Freight :—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,	2,427 66
Rents,	2,315 02
Total income,	291,417 58
Net earnings, after deducting expenses,	\$120,891 76

DIVIDENDS.

Per cent. Total, [One dividend of 3 per ct. declared June, 1853,]	\$43,725 00
[One dividend of 3 per ct. declared December, 1853,]	46,500 00
Surplus not divided,	14,076 53
Surplus this year, [carried to the reduction of construction account,]	- -

RECORD OF ACCIDENTS,

On the Providence and Worcester Railroad, for the year ending November 30, 1853.

December 15, 1852.—Patrick Kennedy, while lying upon the road bed near Valley Falls, R. I., outside the track, with his head near the rail, was struck by the engine and fatally injured.

January 8, 1853.—Thomas S. Lawton, a brakeman upon a freight train, was instantly killed by his head striking a bridge near the Millville station.

June 7.—George Moore was instantly killed while walking upon the track in Providence. He was intoxicated.

July 4.—Elisha Brown fell from the cars of the night train from Providence, near the Albion station. The wheels of the car passed over his arm, injuring it so seriously as to require amputation.

August 12.—By a collision of passenger trains near Valley Falls, R. I., the following named persons were killed or fatally injured :—Rev. Samuel Penney, of Manville, R. I. ; Mrs. S. S. Mallery, of Central Falls, R. I. ; Moses Bolton, of Newport, R. I. ; Mrs. George Plant, Peter Plant, Thomas Brown, Charles Charlesworth, William Fullerlove, of Whitinsville, Mass. ; Jonathan Rogers, Barnes Rogers, of Milford, Mass. ; William W. Wood, of Northbridge, Mass. ; Mrs. Caroline Richmond, of Southbridge, Mass. ; John K. Perkins, of Uxbridge, Mass.

The following named persons were injured by the collision on the 12th August :—John Brown, Stewart Winslow, Francis Rist, Schuyler White, I. Crane, George Plant, R. H. Brown and daughter, of Whitinsville, Mass. ; Isaac H. Penno, Edward J. Greene, of Providence, R. I. ; Orin Smith, Augustus L. Darling, of Smithfield, R. I. ; John Marshall, Elisha White, Mrs. A. Paine, of Northbridge, Mass. ; Frank Gray, M. V. Jefferson, of Uxbridge, Mass. ; E. Goldwaite, of Northbridge, Mass., (lost an arm) ; Ansel Sherman, wife and daughter, of East Douglas, Mass. ; John McElroy, of Fall River, Mass. ; George Bolton, of Newport, R. I.

August 18.—Peter LeMair and ——— LePint, (French Canadians,) while lying upon the track in Uxbridge, were struck by an engine of a passenger train and seriously injured.

Respectfully submitted by

ORRAY TAFT,
M. B. LOCKWOOD,
PAUL WHITIN,
JOHN BARSTOW,
G. L. SPENCER,
H. CHACE,
WM. FOSTER,
SHUBAEL HUTCHINS,
GEO. T. RICE,
THOMAS HARKNESS,
JAMES Y. SMITH,
G. W. HALLET,
WM. SPRAGUE,

Directors of the Providence and Worcester Railroad Company.

Providence, R. I., December 13, 1853.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. *In the City of Providence, on this 13th day of December, A. D. 1853.* Then personally appeared the above-named Orray Taft, M. B. Lockwood, Paul Whitin, John Barstow, G. L. Spencer, H. Chace, Wm. Foster, Shubael Hutchins, Geo. T. Rice, Thomas Harkness, James Y. Smith, George W. Hallet and William Sprague, before me, and severally made oath that the preceding report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Justice of the Peace.*

Providence, R. I., Dec. 13, 1853.

We, the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Massachusetts and Rhode Island, having examined the foregoing report, believe it to be correct, and approve of the same.

WILLIAM JACKSON,
Commissioner for Massachusetts.

GEORGE W. JACKSON,
Commissioner for Rhode Island.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office in Providence, on the 20th December, 1853, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in Massachusetts, and also what part is chargeable to that portion of the road lying in the State of Rhode Island; and having examined the accounts of said Company, we find that the total expenditures for construction and equipment to the 30th November, 1852, inclusive, are—

There has been expended for construction and equipment, from December 1st, 1852, to the 30th November, 1853,	\$1,731,498 18
	74,577 58
Total cost of road and equipment, to the 30th November, 1853,	\$1,806,075 76
From which cost there should be deducted the net earnings, from the 30th November, 1852, to the 30th November, 1853, \$120,891 76	
Less interest on Funded Debt,	\$16,590 23
Also, Dividends Nos. 4 and 5, declared June 21st and December 20th, 1853,	90,225 00 106,815 23
	14,076 53
Total cost of the road and equipment, to the 30th November, 1853,	\$1,791,999 23

This amount, cost of construction and equipment, we apportion as follows, viz. :

To Massachusetts,	\$895,999 62
To Rhode Island,	895,999 61

RECEIPTS.

The whole amount of receipts, from the 1st December, 1852, to the 30th November, 1853, inclusive, were as follows :—

For transportation of passengers,	\$147,388 42
For transportation of merchandise,	139,286 43
For mail service,	2,427 66
For rents,	2,315 02
	\$291,417 53

EXPENSES.

Oil,	\$2,280 16
Fuel,	33,911 65
Maintenance of way,	20,940 92
Repairs of cars,	11,064 30
Repairs of locomotives,	9,307 58
Miscellaneous expenses,	45,121 49
Freight, "	26,255 22
Passengers,	21,644 45
	170,525 77
Net earnings,	\$120,891 76

Which amount we apportion as follows:—

To Massachusetts,	60,445 88
To Rhode Island,	60,445 88

Said Commissioners also find, on examining the books of said Company said Corporation have kept separate accounts of the expenditures in Massachusetts and Rhode Island respectively, agreeable to the Acts of said States creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted,

WILLIAM JACKSON,
Commissioner for Massachusetts.

GEORGE W. JACKSON,
Commissioner for Rhode Island.

FIFTH ANNUAL REPORT
OF THE
SALEM AND LOWELL RAILROAD COMPANY.

Return of the Salem and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$400,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$243,305 00	
Capital paid in, since last report,	—	—
Total amount of capital stock paid in,		243,305 00
Funded debt, per last report,	80,000 00	
Funded debt, paid since last report,	—	—
Funded debt, increase of, since last report,	1,500 00	
Total present amount of funded debt,		81,500 00
Floating debt, per last report,	48,399 79	
Floating debt, paid since last report,	5,649 50	
Floating debt, increase of, since last report,	—	—
Total present amount of floating debt,		42,750 29
Total present amount of funded and floating debt,		124,250 29
Average rate of interest, per annum, paid during the year,	6.043 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$141,724.52; February, \$141,619.02; March, \$141,457.02; April, \$141,457.02; May, \$138,457.02; June, \$138,457.02; July, \$138,457.02; August, \$150,388.02; September, \$146,058.02; October, \$146,058.02; November, \$149,912.55; December, \$140,524.52, (1852.)		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	94,664 13	
For graduation and masonry, paid during the past year,	60 00	
Total amount expended for graduation and masonry,		94,724 13
For wooden bridges, per last report,	2,729 62	
For wooden bridges, paid during the past year,	409 53	
Total amount expended for wooden bridges,		3,139 15
Total amount expended for iron bridges (if any),	—	—
For superstructure, including iron, per last report,	123,379 48	
For superstructure, including iron, paid during the past year,	50 00	
Total amount expended for superstructure, including iron,		123,429 48

For stations, buildings and fixtures, per last report, .	\$8,185 95	
For stations, buildings and fixtures, paid during the past year, .	26 60	
Total amount expended for stations, buildings and fixtures, .		\$8,212 55
For land, land-damages and fences, per last report, .	44,818 26	
For land, land-damages and fences paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .	44,193 70	
For locomotives, per last report, .	21,948 55	
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .		21,948 55
For passenger and baggage cars, per last report, .	7,420 62	
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .		7,420 62
For merchandise cars, per last report, .	46,824 22	
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .		46,824 22
For engineering, per last report, .	6,927 57	
For engineering, paid during the past year, .	-	-
Total amount expended for engineering, .		6,927 57
For agencies and other expenses, per last report, .	5,774 02	
For agencies and other expenses, paid during the past year, .	258 37	
Total amount expended for agencies, and other expenses, .		6,032 39
Total cost of road and equipment, .		<u>\$362,852 36</u>

CHARACTERISTICS OF ROAD.

Length of road, .	16.882 miles.	
Length of single main track, .	16.882 "	
Length of double main track, .	-	-
Length of branches owned by the company, stating whether they have a single or double track, .	-	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	1 734-1000 miles.	
Weight of rail, per yard, in main road, .	58 lbs.	
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	28.58 per mile for 3,380 ft.	
Maximum grade, with its length, in branch roads, .	-	-
Total rise and fall in main road, .	223.34 feet.	
Total rise and fall in branch roads, .	-	-
Shortest radius of curvature, with length of curve, in main road, .	1,200 feet for 1,425 feet.	
Shortest radius of curvature, with length of curve, in branch roads, .	-	-
Total degrees of curvature, in main road, .	395°.	
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	13.368 miles.	
Total length of straight line, in branches, .	-	-
Aggregate length of wooden truss bridges, .	-	-
Aggregate length of all other wooden bridges, .	121 feet.	
Aggregate length of iron bridges, .	-	-

Whole length of road unfenced on both sides, .	All fenced or otherwise	
Number of public ways crossed at grade, .	19	[protected.
Number of railroads crossed at grade, .	1	
Remarks,	—	—
Way stations for express trains,	—	—
Way stations for accommodation trains,	3	
Flag stations,	5	
Whole number of way stations,	3	
Whole number of flag stations,	5	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	44,820	
Miles run by freight trains,	10,507	
Miles run by other trains,	—	
Total miles run,		55,327
Number of passengers carried in the cars,	102,198	
Number of passengers carried one mile,	1,193,941	
Number of tons of merchandise carried in the cars,	37,206	
Number of tons of merchandise carried one mile,	730,599	
Number of passengers carried one mile, to and from other roads,	508,422	
Number of tons carried one mile, to and from other roads,	436,337	
Rate of speed adopted for express passenger trains, including stops,	—	—
Average rate of speed actually attained by express passenger trains, including stops and detentions,	—	—
Rate of speed adopted for accommodation trains,	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	—	—
Average rate of speed adopted for freight trains, including stops and detentions,	12 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	—	—
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	—	—

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	
For repairs of wooden bridges,	
For renewals of iron, including laying down,	
For wages of switchmen, average per month, \$	
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	\$28,334 02—amount paid
Number of men employed, exclusive of those engaged in construction,	Lowell and Lawrence
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	Railroad Company for
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	running road, as per
Total for maintenance of way,	contract.
	\$1,819 37—amount paid
	for proportion of main-
	taining Essex Railro'd
	between South Dan-
	vers and Salem.

MOTIVE POWER AND CARS.

For repairs of locomotives,	
---------------------------------------	--

For new locomotives to cover depreciation, . . .		
For repairs of passenger cars, . . .		
For new passenger cars to cover depreciation, . . .		
For repairs of merchandise cars, . . .		
For new merchandise cars to cover depreciation, . . .		
For repairs of gravel and other cars, . . .		
Total for maintenance of motive power and cars, . . .		
Number of engines, . . .	3	
Number of passenger cars, . . .	3	
Number of baggage cars, . . .	2	
Number of merchandise cars, . . .	173	
Number of gravel cars, . . .	2	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.: . . .	-	-
Wood, . . .	-	-
Coal, . . .	-	-
For oil used by cars and engines, . . .	-	-
For waste and other material for cleaning, . . .	-	-
For salaries, wages and incidental expenses, charge- able to passenger department, . . .	\$6,438 09	
For salaries, wages and incidental expenses, charge- able to freight department, . . .		
For gratuities and damages, . . .	-	-
For taxes and insurance, . . .	-	-
For ferries, . . .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	-	-
For interest, . . .	7,753 97	
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, . . .	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	4,800 00 to Essex R.R. 4,000 00 to L. & L. do.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .		
Total miscellaneous, . . .	603 37	
Total expenditures for working the road, . . .	-	\$53,748 82
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company, . . .	30,722 64	
2. To and from other roads, specifying what, . . .	-	-
<i>For Freight:—</i>		
1. On main road and branches owned by company, . . .	24,958 43	
2. To and from other connecting roads, . . .	-	-
U. S. Mails, . . .	-	-
Rents, . . .	-	-
Total income, . . .		55,681 07
Net earnings, after deducting expenses, . . .		\$1,932 25

No accident, of any kind, has occurred to any passenger, or to any person employed, on the Salem and Lowell Railroad, or to any other person, during the past year.

S. C. PHILLIPS.
WM. LIVINGSTON.
SIDNEY SPALDING.
JACOB COGGIN.
CHAS. F. FLINT.
JOSIAH B. FRENCH.
J. W. PEELE.

COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. *December 24, 1853.* Then personally appeared, the above-named S. C. Phillips, William Livingston, Sidney Spalding, Jacob Coggin, Charles F. Flint, Josiah B. French and J. Willard Peele, and being duly sworn, did severally depose and say, that the above return, by them subscribed, is, to their best knowledge and belief, true.

Before me,

STEPHEN H. PHILLIPS, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

SAUGUS BRANCH RAILROAD COMPANY.

Return of the Saugus Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$160,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	\$123,650 00	
Capital paid in, since last report,	2,950 00	
Total amount of capital stock paid in,		126,550 00
Funded debt, per last report,	} None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,	} None.	
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,	-	-
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$21,717.80; February, \$28,634.10; March, \$34,711.50; April, \$40,219.30; May, \$42,948.79; June, \$52,071.61; July, \$52,071.61; August, \$52,071.61; September, \$54,616.10; October, \$54,616.10; November, \$54,616.10; December, \$21,717.80.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	43,427 57	
For graduation and masonry, paid during the past year,	789 00	
Total amount expended for graduation and masonry,		44,216 57
For wooden bridges, per last report,	8,424 17	
For wooden bridges, paid during the past year,	450 17	
Total amount expended for wooden bridges,		8,874 34
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,	34,618 02	
For superstructure, including iron, paid during the past year,	26,974 72	
Total amount expended for superstructure, including iron,		61,592 74

For stations, buildings and fixtures, per last report, .	\$9,044 69	
For stations, buildings and fixtures, paid during the past year, .	4,129 85	
Total amount expended for stations, buildings and fixtures, .		\$13,174 54
For land, land-damages and fences, per last report, .	30,130 82	
For land, land-damages and fences, paid during the past year, .	2,637 13	
Total amount expended for land, land-damages and fences, .		32,767 95
For locomotives, per last report, .	-	-
For locomotives, paid during the past year, .	1,771 90	
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .	-	-
For passenger and baggage cars, paid during the past year, .		2,183 59
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .	-	-
For merchandise cars, paid during the past year, .		1,742 50
Total amount expended for merchandise cars, .		
For engineering, per last report, .	3,127 63	
For engineering, paid during the past year, .	775 00	
Total amount expended for engineering, .		3,902 63
For agencies and other expenses, per last report, .	84 03	
For agencies and other expenses, paid during the past year, .	91 60	
Total amount expended for agencies, and other expenses, .		175 63
Total cost of road and equipment, .		\$170,402 39

CHARACTERISTICS OF ROAD.

Length of road, .	} 8 4-10 miles.	
Length of single main track, .		
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .		500 feet.
Weight of rail, per yard, in main road, .		60 lbs.
Maximum grade, with its length, in main road, .		40 feet, length 3,000 feet.
Total rise and fall in main road, .		78½ feet.
Shortest radius of curvature, with length of curve, in main road, .		500 feet, 400 ft. in length.
Total degrees of curvature, in main road, .		517°.
Total length of straight line, in main road, .		27,150 feet.
Aggregate length of all other wooden bridges, .		1,200 "
Whole length of road unfenced on both sides, .		-
Number of public ways crossed at grade, .		11
Number of railroads crossed at grade, .		None.
Remarks, .		-
Way stations for accommodation trains, .		7
Flag stations, .		1
Whole number of way stations, .		7
Whole number of flag stations, .		1

DOINGS DURING THE YEAR.

Miles run by passenger trains [for ten months, to December 1, 1853,] .	19,504
Miles run by freight trains, .	None.

Miles run by other trains,	48	
Total miles run,		19,552
Number of passengers carried in the cars, [for 10 months,]	89,760	
Number of passengers carried one mile, [for 10 months,	349,986	
Number of tons of merchandise carried in the cars,	-	-
Number of tons of merchandise carried one mile,	-	-
Number of passengers carried one mile, to and from other roads, [for 10 months,]	54,071	
Number of tons carried one mile, to and from other roads,	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	20 miles an hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	16 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	9	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	-	-
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$35 00	Total, }	-
For wages of gate-keepers, average per month, 10 00		
For wages of signal men, average per month,		
For wages of watchmen, average per month,		
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	30	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,	-	-
MOTIVE POWER AND CARS.		
For repairs of locomotives,	-	-
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	\$94 50	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	-	-
For new merchandise cars to cover depreciation,	-	-
For repairs of gravel and other cars,	-	-
Total for maintenance of motive power and cars,		
Number of engines,	1 hired of Eastern R. R.	
Number of passenger cars,	{ 1 " " " and 1 owned by this Co.	
Number of baggage cars,		

Number of merchandise cars,	3, not used.	
Number of gravel cars,	None.	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.: .	\$3,302 17	
Wood,	—	—
Coal,	—	—
For oil used by cars and engines,	206 17	
For waste and other material for cleaning,	27 87	
For salaries, wages and incidental expenses, charge- able to passenger department,	5,005 76	
For salaries, wages and incidental expenses, charge- able to freight department,	—	—
For gratuities and damages,	25 00	
For taxes and insurance,	45 47	
For ferries,	—	—
For repairs of station buildings, aqueducts, fixtures, furniture,	36 00	
For interest,	—	—
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, [Boston and Maine Railroad,]	6,490 21	
For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	—	—
Total miscellaneous,		\$15,138 65
Total expenditures for working the road,	—	—
INCOME DURING THE YEAR.		
<i>For Passengers :—</i>		
1. On main road including branches owned by company [10 months],	17,246 52	
2. To and from other roads, specifying what,	—	—
<i>For Freight :—</i>		
1. On main road and branches owned by company,	—	—
2. To and from other connecting roads,	—	—
United States mails,	—	—
Rents,	—	—
Total income,	—	—
Net earnings, after deducting expenses,	—	—

Submitted by the Directors.

JOSHUA WEBSTER.
GARDINER G. HUBBARD.
B. T. REED.
ALBERT THORNDIKE.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, *December 31, 1853.* Then personally appeared, Albert Thorndike, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

Before me,

J. B. PARKER, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, *December 31, 1853.* Then personally appeared, the above-named Joshua Webster, Gardiner G. Hubbard and Benjamin T. Reed, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, .

W. S. TUCKERMAN, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
SOUTH READING BRANCH RAILROAD COM-
PANY.

*Return of the South Reading Branch Railroad, under the Act of May 1, 1849
chapter 191., for the year ending September 30, 1853.*

Capital stock,		\$400,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	\$209,532 73	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		209,532 73
Funded debt, per last report,	-	-
Funded debt, paid since last report,	-	-
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt,	-	-
Floating debt, per last report,	26,693 88	
Floating debt, paid since last report,	-	-
Floating debt, increase of, since last report,	-	-
Total present amount of floating debt,		26,693 88
Total present amount of funded and floating debt,		26,693 88
Average rate of interest, per annum, paid during the year,	-	-
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	103,936 88	
For graduation and masonry, paid during past year,	-	-
Total amount expended for graduation and masonry,		103,936 88
For wooden bridges, per last report,	585 73	
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,		585 73
Total amount expended for iron bridges (if any),	-	-
For superstructure, including iron, per last report,	61,539 27	
For superstructure, including iron, paid during the past year,	-	-
Total amount expended for superstructure, including iron,		61,539 27

For stations, buildings and fixtures, per last report, .	\$9,303 03	
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .		\$9,303 03
For land, land-damages, and fences, per last report, .	45,271 06	
For land, land-damages and fences, paid during the past year, .	-	-
Total amount expended for land, land-damages and fences, .		45,271 06
For locomotives, per last report, .	-	-
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .	-	-
For passenger and baggage cars, per last report, .	-	-
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .	-	-
For merchandise cars, per last report, .	-	-
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .	-	-
For engineering, per last report, .	7,404 57	
For engineering, paid during the past year, .	-	-
Total amount expended for engineering, .		7,404 57
For agencies and other expenses, per last report, .	8,186 07	
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies and other expenses, .		8,186 07
Total cost of road and equipment, .		\$236,226 61

CHARACTERISTICS OF ROAD.

Length of road, .	8 15-100 miles.
Length of single main track, .	8 15-100 miles.
Length of double main track, .	-
Length of branches owned by the company, stating whether they have a single or double track, .	1,150 feet.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	1 41-100 mile.
Weight of rail, per yard, in main road, .	60 lbs.
Weight of rail, per yard, in branch roads, .	60 "
Specify the different weights, per yard, .	-
Maximum grade, with its length in main road, .	L. 2,200 ft., 52 $\frac{1}{10}$ ft. pr mile.
Maximum grade, with its length, in branch roads, .	L. 900 ft., 40 ft. per mile.
Total rise and fall in main road, .	237 6-100 feet.
Total rise and fall in branch roads, .	5 feet.
Shortest radius of curvature, with length of curve, in main road, .	Rad. 425 ft., length 290 ft.
Shortest radius of curvature, with its length of curve, in branch roads, .	Rad. 350 ft., length 100 ft.
Total degrees of curvature, in main road, .	232° 15'.
Total degrees of curvature, in branch roads, .	80° 41'.
Total length of straight line, in main road, .	6 85-100 miles.
Total length of straight line, in branches, .	578 feet.
Aggregate length of wooden truss bridges, .	326 feet.
Aggregate length of all other wooden bridges, .	-

Aggregate length of iron bridges, . . .	None.	
Whole length of road unfenced on both sides, . . .	—	—
Number of public ways crossed at grade, . . .	12	
Number of railroads crossed at grade, . . .	None.	
Remarks, . . .	—	—
Way stations for express trains, . . .	—	—
Way stations for accommodation trains, . . .	3	
Flag stations, . . .	2	
Whole number of way stations, . . .	3	
Whole number of flag stations, . . .	2	

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . .	24,526	
Miles run by freight trains, . . .	6,260	
Miles run by other trains, . . .		
Total miles run, . . .		30,786
Number of passengers carried in the cars, . . .	84,744½	
Number passengers carried one mile, . . .	610,465	
Number of tons of merchandise carried in the cars, . . .	16,603	39-100
Number of tons of merchandise carried one mile, . . .	107,476	
Number of passengers carried one mile, to and from other roads, . . .	494,854	
Number of tons carried one mile to and from other roads, . . .	98,106	
Rate of speed adopted for express passenger trains, including stops, . . .	21 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	—	—
Rate of speed adopted for accommodation trains, . . .	21	“ “
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	20	“ “
Average rate of speed actually attained by special trains, including stops and detentions, . . .	—	—
Average rate of speed adopted for freight trains, including stops and detentions, . . .	15	“ “
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	190,710	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	124,500	

EXPENDITURES FOR WORKING THE ROAD.

[This road has been operated during the past year by the Eastern Railroad Co., per contract.]

MISCELLANEOUS.

For fuel used by engines during the year, viz.: . . .	—	—
Wood, . . .	—	—
Coal, . . .	—	—
For oil used by cars and engines, . . .	—	—
For waste and other material for cleaning, . . .	—	—
For salaries, wages and incidental expenses, chargeable to passenger department, . . .		
For salaries, wages and incidental expenses, chargeable to freight department, . . .	\$19,241	25
For gratuities and damages, . . .	—	—

For taxes and insurance,	-	-
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-
For interest,	-	-
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, [Essex,] .	\$3,200	00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-
Total miscellaneous,	-	-
Total expenditures for working the road,		\$22,441 25
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company,	3,380	80
2. To and from other roads, specifying what, [Boston and Maine R. R.,]	11,745	68
<i>For Freight:—</i>		
1. On main road and branches owned by com- pany,	1,317	00
2. To and from other connecting roads, [Boston and Maine],	4,633	24
United States mails, [Incidentals,]	81	57
Rents, [and miscellaneous receipts,]	493	46
Total income,		21,651 75
[Loss,]		\$789 50

The Directors of the South Reading Branch Railroad do hereby make the Fifth Annual Report of their acts and doings, under their act of incorporation, in the within return, according to the form prescribed by the legislature.

ALBERT THORNDIKE.
JOSEPH S. CABOT.
DAVID PINGREE.
ISAIAH BREED.
WM. SUTTON.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. SALEM, *December* 28, 1853. Then personally appeared, the above-named Albert Thorndike, Joseph S. Cabot, David Pingree, Isaiah Breed, and severally made oath, that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me,

J. B. PARKER, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, *December* 31, 1853. Then said William Sutton personally appeared, and made oath that the foregoing report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me,

JOHN H. W. PAGE, *Justice of the Peace*
for all the Counties

EIGHTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$600,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	\$259,685 00	
Capital paid in, since last report,	-	-
Total amount of capital stock paid in,		259,685 00
Funded debt, per last report,	134,500 00	
Funded debt, paid since last report,	-	-
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt,		134,500 00
Floating debt, per last report,	11,898 03	
Floating debt, paid since last report,	9,848 72	
Floating debt, increase of, since last report,	-	-
Total present amount of floating debt,		2,049 28
Total present amount of funded and floating debt,		136,549 28
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$11,898.03; February, \$11,898.03; March, \$11,898.03; April, \$8,307.03; May, \$8,307.03; June, \$8,307.03; July, \$8,307.03; August, \$8,307.03; September, \$8,307.03; October, \$2,532.03; November, \$2,532.03; December, \$2,049.28.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	124,757 95	
For graduation and masonry, paid during the past year,	482 61	
Total amount expended for graduation and masonry,		125,240 56
For wooden bridges, per last report,	13,448 50	
For wooden bridges, paid during the past year,	-	
Total amount expended for wooden bridges,		13,448 50
Total amount expended for iron bridges (if any),	-	-
For superstructure, including iron, per last report,	81,643 85	
For superstructure, including iron, paid during the past year,	-	-
Total amount expended for superstructure, including iron,		81,643 85

For stations, buildings and fixtures, per last report, .	\$26,540 82	
For stations, buildings and fixtures, paid during the past year, .	-	-
Total amount expended for stations, buildings and fixtures, .		\$26,540 82
For land, land-damages and fences, per last report, .	97,141 11	
For land, land-damages and fences, paid during the past year, .	4,947 98	
Total amount expended for land, land-damages and fences, .		102,089 09
For locomotives, per last report, .	-	-
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .	-	-
For passenger and baggage cars, per last report, .	-	-
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .	-	-
For merchandise cars, per last report, .	-	-
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .	-	-
For engineering, per last report, .	13,152 81	
For engineering, paid during the past year, .	-	-
Total amount expended for engineering, .		13,152 81
For agencies and other expenses, per last report, .	72,145 66	
For agencies and other expenses, paid during the past year, .	902 39	
Total amount expended for agencies and other expenses, .		73,048 05
Total cost of road and equipment, .		<u>\$435,163 68</u>

CHARACTERISTICS OF ROAD.

Length of road, .	11.5 miles.	
Length of single main track, .	11.5 "	
Length of double main track, .	-	-
Length of branches owned by the company, stating whether they have a single or double track, .	-	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	-	-
Weight of rail, per yard, in main road, .	52 lbs.	
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	34 85-100 ft. for 8½ miles.	
Maximum grade, with its length, in branch roads, .	-	-
Total rise and fall in main road, .	259 4-10 feet.	
Total rise and fall in branch roads, .	-	-
Shortest radius of curvature, with length of curve, in main road, .	{ 477½ feet for 697½ feet at junction with O. C. R. R.	
Shortest radius of curvature, with length of curve, in branch roads, .		
Total degrees of curvature, in main road, .	704° 42.	
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	7 8-10 miles.	
Total length of straight line, in branches, .	-	-
Aggregate length of wooden truss bridges, .	-	-
Aggregate length of all other wooden bridges, .	-	-

Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . .	-	-
Number of public ways crossed at grade, . . .	-	-
Number of railroads crossed at grade, . . .	-	-
Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	-	-
Flag stations,	-	-
Whole number of way stations,	-	-
Whole number of flag stations,	-	-
INCOME DURING THE YEAR.		
For Passengers :—		
1. On main road, including branches owned by company,	-	-
2. To and from other roads, specifying what, . .	-	-
For Freight :—		
1. On main road and branches owned by company, .	-	-
2. To and from other connecting roads,	-	-
United States mails,	-	-
Rents,	\$24,973	02
Total income,	-	-
Net earnings, after deducting expenses,	-	-
DIVIDENDS.		
Per cent. Total,	None.	
Surplus not divided,	-	-
Surplus last year,	-	-
Total surplus,	-	-

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, in January, 1849 ; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the first of April, 1849, therefore some of the information, called for above, cannot be furnished by us ; but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
W. HUMPHREY,
WM. SOHIER,
JAMES C. DOANE,
LABAN SOUTHER.

Directors of the South Shore Railroad.

SUFFOLK, ss. *December 31, 1853.* Then personally appeared the above-named Laban Souther, and made oath that the within return, by him subscribed, is true, according to his best knowledge and belief.

Before me, JOSIAH QUINCY, Jr., *Justice of the Peace.*

SUFFOLK, ss. *January 2, 1854.* Then personally appeared the above-named James C. Doane, and made oath that the within return, by him subscribed, is true, according to his best knowledge and belief.

Before me, JOSIAH QUINCY, Jr., *Justice of the Peace.*

SUFFOLK, ss. *January 3, 1854.* Then personally appeared the above-named Alfred C. Hersey, William Humphrey, and Wm. Sohler, and made oath that the within return, by them subscribed, is true, according to their best knowledge and belief.

Before me, ELLIS GRAY LORING, *Justice of the Peace.*

SIXTH ANNUAL REPORT]

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD
CORPORATION.

*Return of the Stockbridge and Pittsfield Railroad, under the Act of May 1st, 1849,
chap. 191.*

Capital stock,	\$448,700 00
Increase of capital, since last report,	None.
Capital paid in, per last report,	\$448,700 00
Capital paid in, since last report,	None.
Total amount of capital stock paid in,	448,700 00
Funded debt, per last report,	None.
Funded debt, paid since last report,	None.
Funded debt, increase of, since last report,	None.
Total present amount of funded debt,	None.
Floating debt, per last report,	None.
Floating debt, paid since last report,	None.
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	None.
Average rate of interest per annum, paid during the year,	None.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; No- vember, \$; December, \$	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	154,263 00
For graduation and masonry, paid during the past year,	None.
Total amount expended for graduation and masonry,	154,263 00
For wooden bridges, per last report,	8,489 00
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	-
Total amount expended for iron bridges (if any),	Nothing.
For superstructure, including iron, per last report,	163,413 00
For superstructure, including iron, paid during the past year,	Nothing.
Total amount expended for superstructure, including iron,	Nothing.

For stations, buildings, and fixtures, per last report,	\$30,700 00
For stations, buildings, and fixtures paid during the past year,	Nothing.
Total amount expended for stations, buildings and fixtures,	—
For land, land-damages and fences, per last report,	70,000 00
For land, land-damages and fences, paid during the past year,	Nothing.
Total amount expended for land, land-damages and fences,	Nothing.
For locomotives, per last report,	Nothing.
For locomotives paid during the past year,	Nothing.
Total amount expended for locomotives,	Nothing.
For passenger and baggage cars, per last report,	4,100 00
For passenger and baggage cars, paid during the past year,	Nothing.
Total amount expended for passenger and baggage cars,	Nothing.
For merchandise cars, per last report,	Nothing.
For merchandise cars, paid during the past year,	Nothing.
Total amount expended for merchandise cars,	Nothing.
For engineering, per last report,	8,000 00
For engineering, paid during the past year,	Nothing.
Total amount expended for engineering,	Nothing.
For agencies and other expenses, per last report,	9,735 00
For agencies and other expenses, paid during the past year,	Nothing.
Total amount expended for agencies, and other expenses,	—
Total cost of road and equipment,	\$448,700 00

CHARACTERISTICS OF ROAD.

Length of road,	21 93-100 miles.
Length of single main track,	" "
Length of double main track,	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	None.
Weight of rail per yard in main road,	56 and 60 lbs.
Weight of rail per yard in branch roads,	None.
Specify the different weights per yard,	—
Maximum grade, with its length in main road,	92-100 of a mile, 40 feet
Maximum grade, with its length in branch roads,	None.
Total rise and fall in main road,	460 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	{ 858 ft. in l'gth, has a curva- ture of a radius of 515 ft
Shortest radius of curvature, with length of curve, in branch roads,	—
Total degrees of curvature in main road,	2,011°.
Total degrees of curvature in branch roads,	—
Total length of straight line in main road,	11 46-100 miles.
Total length of straight line in branches,	None.
Aggregate length of wooden truss bridges,	About 400 feet.
Aggregate length of all other wooden bridges,	None.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.

Number of public ways crossed at grade, . . .	21
Number of railroads crossed at grade, . . .	None.
Remarks,	None.
Way stations for express trains,	None.
Way stations for accommodation trains,	10
Flag stations,	1
Whole number of way stations,	10
Whole number of flag stations,	1

DOINGS DURING THE YEAR.

Miles run by passenger trains,	27,457 miles.	
Miles run by freight trains,	13,728	
Miles run by other trains,	None.	
Total miles run,		41,185
Number of passengers carried in the cars,		
Number of passengers carried one mile,		
Number of tons of merchandise carried in the cars,		
Number of tons of merchandise carried one mile,		
Number of passengers carried one mile, to and from other roads,		
Number of tons carried one mile to and from other roads,		
Rate of speed adopted for express passenger trains, including stops,		
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,		
Rate of speed actually attained by accommodation trains, including stops and detentions,		
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops and detentions,		
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,		
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	
For repairs of wooden bridges,	
For renewals of iron, including laying down,	
For wages of switchmen, average per month,	
For wages of gate-keepers, average per month,	
For wages of signal-men, average per month,	
For wages of watchmen, average per month,	
Number of men employed, exclusive of those engaged in construction,	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	

MOTIVE POWER AND CARS.

For repairs of locomotives,	
For new locomotives to cover depreciation,	

This road is operated by the Housatonic Railroad Corporation, who have a perpetual lease of it, and the accounts of the corporation are not kept separate, so as to enable this company to answer these questions definitely. Reference to copy of lease and contract is hereby made to the annual report of this road to the legislature of 1851.

For repairs of passenger cars, . . .	.	.	.	.
For new passenger cars to cover depreciation, . . .	.	.	.	.
For repairs of merchandise cars, . . .	.	.	.	.
For new merchandise cars to cover depreciation, . . .	.	.	.	.
For repairs of gravel and other cars, . . .	.	.	.	.
Total for maintenance of motive power and cars, . . .	.	.	.	.
Number of engines, . . .	.	.	.	.
Number of passenger cars, . . .	.	.	.	.
Number of baggage cars, . . .	.	.	.	.
Number of merchandise cars, . . .	.	.	.	.
Number of gravel cars, . . .	.	.	.	.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—	.	.	.	.
Wood, . . .	.	.	.	.
Coal, . . .	.	.	.	.
For oil used by cars and engines, . . .	.	.	.	.
For waste and other material for cleaning, . . .	.	.	.	.
For salaries, wages, and incidental expenses, charge-	.	.	.	.
able to passenger department, . . .	.	.	.	.
For salaries, wages, and incidental expenses, charge-	.	.	.	.
able to freight department, . . .	.	.	.	.
For gratuities and damages, . . .	.	.	.	.
For taxes and insurance, . . .	.	.	.	.
For ferries, . . .	.	.	.	.
For repairs of station buildings, aqueducts, fixtures,	.	.	.	.
furniture, . . .	.	.	.	.
For interest, . . .	.	.	.	.
For amount paid other companies, in tolls for passen-	.	.	.	.
gers, and freight carried on their roads, specifying	.	.	.	.
each company, . . .	.	.	.	.
For amount paid other companies, as rent for use of	.	.	.	.
their roads, specifying each company, . . .	.	.	.	.
For salaries of president, treasurer, superintendent,	.	.	.	.
law expenses, office expenses of the above offices,	.	.	.	.
and all other expenses not included in any of the	.	.	.	.
foregoing items, . . .	.	.	.	.
Total miscellaneous, . . .	.	.	.	.
Total expenditures for working the road, . . .	.	.	.	.

This road is operated by the Housatonic Railroad Corporation, who have a perpetual lease of it, and the accounts of the corporation are not kept separate, so as to enable this company to answer these questions definitely. Reference to copy of lease and contract is hereby made to the annual report of this road to the legislature of 1851.

The expenses of the corporation are about \$100 a year.

INCOME DURING THE YEAR.

For Passengers :—	.	.	.	.
1. On main road, including branches owned by	.	.	.	.
company, . . .	.	.	.	.
2. To and from other roads, specifying what,	.	.	.	.
For Freight :—	.	.	.	.
1. On main road and branches owned by company,	.	.	.	.
2. To and from other connecting roads, . . .	.	.	.	.
United States mails, . . .	.	.	.	.
Rents, . . .	.	.	.	.
Total income, . . .	.	.	.	.
Net earnings, after deducting expenses, . . .	.	.	.	.

This corporation has received from the Housatonic Railroad Corporation as rent, 7 per cent. on the cost of this road, making the total income \$31,409.

DIVIDENDS.

Per cent.	Total,
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Two dividends have been made this year of 3½ pr ct. each, am'ting to \$31,409.

Surplus not divided,	\$2,243 50-100
Surplus last year,	" "
Total surplus,	" "
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ.:	
Road and bridges,	} The renewals are supposed to be equal to the depreciation.
Buildings,	
Engines and cars,	

THO'S F. PLUNKETT.

GEO. W. PLATNER.

S. A. HULBERT.

H. GARFIELD.

BERKSHIRE, ss. Then personally appeared Thomas F. Plunkett, George W. Platner, Samuel A. Hulbert, and Harrison Garfield, and made oath that the within statement, by them subscribed, is true.

JOHN C. WEST, *Justice of the Peace.*

Pittsfield, January 16, 1854.

FIRST ANNUAL REPORT
OF THE
STONEHAM BRANCH RAILROAD COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled :

The undersigned, Directors of the Stoneham Branch Railroad Company, beg leave to make the following as their first report of their "acts and doings, receipts and expenditures, under the provisions of their charter."

On the sixteenth day of February, eighteen hundred and fifty-two, the first meeting of the Stoneham Branch Railroad Company was held at Stoneham, Mass., at which meeting the Act of incorporation was duly accepted by the persons named therein, and others, interested as stockholders. The corporation was thereupon duly organized.

The amount of the capital stock of the company is one hundred thousand dollars, the amount of stock subscribed for by responsible parties, at this date, is forty-five thousand dollars.

THADDEUS RICHARDSON.
CHAS. MCINTIER.
ALFRED NORTON,
D. H. BURNHAM.
IRA GERRY.
J. M. USHER.

Stoneham, December 31, 1852.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Subscribed and sworn to by the said Thaddeus Richardson, Chas. McIntier, Alfred Norton, D. H. Burnham, Ira Gerry and J. M. Usher.

Before me,

A. V. LYNDE, *Justice of the Peace.*

R E T U R N .

Return of the Stoneham Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$100,000 00
Increase of capital since last report,	None.	
Capital paid in, per last report,	—	—
Capital paid in, since last report,	\$33,316 00	33,316 00
Total amount of capital stock paid in,		
Funded debt, per last report,	None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum paid during the year,		
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	None.	
For graduation and masonry paid during the past year,	25,000 00	
Total amount expended for graduation and masonry,		25,000 00
For wooden bridges, per last report,	None.	
For wooden bridges, paid during the past year,	1,000 00	
Total amount expended for wooden bridges,		1,000 00
Total amount expended for iron bridges (if any),	None.	
For superstructure, including iron, per last report,		
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		
For stations, buildings and fixtures, per last report,		
For stations, buildings and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		
For land, land-damages and fences, per last report,		
For land, land-damages and fences, paid during the past year,	6,451 50	
Total amount expended for land, land-damages and fences,		6,451 50

For locomotives, per last report, . . .		
For locomotives, paid during the past year, . . .		
Total amount expended for locomotives, . . .		
For passenger and baggage cars, per last report, . . .		
For passenger and baggage cars, paid during the past year, . . .		
Total amount expended for passenger and baggage cars, . . .	None.	
For merchandise cars, per last report, . . .		
For merchandise cars, paid during the past year, . . .		
Total amount expended for merchandise cars, . . .		
For engineering, per last report, . . .		
For engineering, paid during the past year, . . .	\$320 00	
Total amount expended for engineering, . . .		\$320 00
For agencies and other expenses, per last report, . . .	None.	
For agencies and other expenses, paid during the past year, . . .	None.	
Total amount expended for agencies and other expenses, . . .	None.	
Total cost of road and equipment, . . .	-	-

CHARACTERISTICS OF ROAD.

Length of road, . . .	6½ miles.
Length of single main track, . . .	6½ miles.
Length of double main track, . . .	
Length of branches owned by the company, stating whether they have a single or double track, . . .	
Aggregate length of sidings and other tracks, excepting main tracks and branches, . . .	None.
Weight of rail per yard, in main road, . . .	
Weight of rail per yard, in branch roads, . . .	
Specify the different weights per yard, . . .	
Maximum grade, with its length, in main road, . . .	52.8—800 feet.
Maximum grade, with its length, in branch roads, . . .	None.
Total rise and fall in main road, . . .	Unknown, road unfinished.
Total rise and fall in branch roads, . . .	None.
Shortest radius of curvature, with length of curve, in main road, . . .	Unknown, road unfinished.
Shortest radius of curvature, with length of curve, in branch roads, . . .	None.
Total degrees of curvature, in main road, . . .	Unknown, road unfinished.
Total degrees of curvature, in branch roads, . . .	None.
Total length of straight line, in main road, . . .	Unknown, road unfinished.
Total length of straight line, in branches, . . .	None.
Aggregate length of wooden truss bridges, . . .	None.
Aggregate length of all other wooden bridges, . . .	2 built and 1 to be built.
Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	All unfenced.
Number of public ways crossed at grade, . . .	9
Number of railroads crossed at grade, . . .	None.
Remarks, . . .	None.
Way stations for express trains, . . .	
Way stations for accommodation trains, . . .	
Flag stations, . . .	
Whole number of way stations, . . .	None as yet, the road being unfinished.
Whole number of flag stations, . . .	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	} None.
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommodation trains, including stops and detentions,	
Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops and detentions,	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} None.
For repairs of wooden bridges,	
For renewals of iron, including laying down,	
For wages of switchmen, average per month, \$	
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction,	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	

MOTIVE POWER AND CARS.

For repairs of locomotives,	} None.
For new locomotives to cover depreciation,	
For repairs of passenger cars,	
For new passenger cars to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	
Number of engines,	
Number of passenger cars,	
Number of baggage cars,	
Number of merchandise cars,	
Number of gravel cars,	

MISCELLANEOUS.				
For fuel used by engines during the year, viz.:				
Wood,	.	.	.	.
Coal,	.	.	.	.
For oil used by cars and engines,	.	.	.	.
For waste and other material for cleaning,	.	.	.	.
For salaries, wages and incidental expenses, chargeable to passenger department,	.	.	.	.
For salaries, wages and incidental expenses, chargeable to freight department,	.	.	.	.
For gratuities and damages,	.	.	.	.
For taxes and insurance,	.	.	.	.
For ferries,	.	.	.	.
For repairs of station buildings, aqueducts, fixtures, furniture,	.	.	.	.
For interest,	.	.	.	.
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	.	.	.	.
For amount paid other companies, as rent for use of their roads, specifying each company,	.	.	.	.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	.	.	.	.
Total miscellaneous,	.	.	.	.
Total expenditures for working the road,	.	.	.	.

None.

INCOME DURING THE YEAR.				
<i>For Passengers:—</i>				
1. On main road, including branches owned by company,	.	.	.	.
2. To and from other roads, specifying what,	.	.	.	.
<i>For Freight:—</i>				
1. On main road and branches owned by company,	.	.	.	.
2. To and from other connecting roads,	.	.	.	.
United States mails,	.	.	.	.
Rents,	.	.	.	.
Total income,	.	.	.	.
Net earnings, after deducting expenses,	.	.	.	.

None.

DIVIDENDS.				
Per cent.	Total,	.	.	.
Surplus not divided,	.	.	.	.
Surplus last year,	.	.	.	.
Total surplus,	.	.	.	.

None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:				
Road and bridges,	.	.	.	.
Buildings,	.	.	.	.
Engines and cars,	.	.	.	.

None.

The road has been graded to the extent of about three and a half miles, and two wooden bridges built.

THADDEUS RICHARDSON,
CYRUS HAY,
D. H. BURNHAM,
LUTHER HILL,
IRA GERRY,
CHAS. MCINTIER,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *December 30, 1853.* Then personally appeared Luther Hill, Cyrus Hay, D. H. Burnham, Ira Gerry, and made solemn oath to the truth of the foregoing, by them subscribed, according to their best knowledge and belief.

Before me,

A. V. LYNDE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 31, 1853.* Then personally appeared before me, Thaddeus Richardson and Chas. McIntier, and made oath to the truth of the foregoing certificate, according to their best knowledge and belief.

F. O. PRINCE, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
STONY BROOK RAILROAD COMPANY.

Return of the Stony Brook Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [by charter, \$300,000; by vote, \$275,000,]	Stock issued, \$266,900 00
Increase of capital, since last report, . . .	—
Capital paid in, per last report, . . .	—
Capital paid in, since last report, . . .	Nothing.
Total amount of capital stock paid in, . . .	266,900 00
Funded debt, per last report, . . .	No debts.
Funded debt, paid since last report, . . .	
Funded debt, increase of since last report, . . .	
Total present amount of funded debt, . . .	
Floating debt, per last report, . . .	
Floating debt, paid since last report, . . .	
Floating debt, increase of, since last report, . . .	
Total present amount of floating debt, . . .	
Total present amount of funded and floating debt, . . .	
Average rate of interest, per annum, paid during the year, . . .	
Maximum amount of debt for each month during the year, viz: January, \$. . . ; February, \$. . . ; March, \$. . . ; April, \$. . . ; May, \$. . . ; June, \$. . . ; July, \$. . . ; August, \$. . . ; September, \$. . . ; October, \$. . . ; November, \$. . . ; December, \$. . .	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, . . .	\$82,883 72
For graduation and masonry, paid during the past year, . . .	Nothing.
Total amount expended for graduation and masonry, . . .	82,883 72
For wooden bridges, per last report, . . .	3,600 03
For wooden bridges, paid during the past year, . . .	Nothing.
Total amount expended for wooden bridges, . . .	3,600 03
Total amount expended for iron bridges (if any), . . .	Nothing.
For superstructure, including iron, per last report, . . .	118,197 05
For superstructure, including iron, paid during the past year, . . .	Nothing.
Total amount expended for superstructure, including iron, . . .	118,197 05

For stations, buildings and fixtures, per last report, .	\$11,462 51	
For stations, buildings and fixtures, paid during the past year, .	Nothing.	
Total amount expended for stations, buildings and fixtures, .		\$11,462 51
For land, land-damages and fences, per last report, .	25,425 06	
For land, land-damages and fences, paid during the past year, .	221 25	
Total amount expended for land, land-damages and fences, .		25,646 31
For locomotives, per last report, .		
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .		
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .		
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .	8,249 72	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .		8,249 72
For agencies and other expenses, per last report, .	15,995 08	
For agencies and other expenses, paid during the past year, .	150 00	
Total amount expended for agencies and other expenses, .		16,145 08
Total cost of road, .		\$266,184 42

Furnished by Nashua and Lowell Railroad Company.

CHARACTERISTICS OF ROAD.

Length of road, .	13 16-100 miles.	
Length of single main track, .	" "	
Length of double main track, .	But one track.	
Length of branches owned by the company, stating whether they have a single or double track, .	No branches.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	4,949 feet.	
Weight of rail, per yard, in main road, .	56 lbs.	
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	39 60-100 and 1 36-100 m.	
Maximum grade, with its length, in branch roads, .	-	-
Total rise and fall in main road, .	207 59-100 feet.	
Total rise and fall in branch roads, .	-	-
Shortest radius of curvature, with length of curve, in main road, .	955 and 23-100 miles.	
Shortest radius of curvature, with length of curve, in branch roads, .	-	-
Total degrees of curvature, in main road, .	612°.	
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	8 59-100 miles.	
Total length of straight line, in branches, .	-	-
Aggregate length of wooden truss bridges, .	None.	
Aggregate length of all other wooden bridges, .	510 feet.	
Aggregate length of iron bridges, .	-	-

Whole length of road unfenced on both sides,	Fences are finished.	
Number of public ways crossed at grade,	13	
Number of railroads crossed at grade,	1	
Remarks,	—	—
Way stations for express trains,	No express trains run.	
Way stations for accommodation trains,	4	
Flag stations,	None.	
Whole number of way stations,	4	
Whole number of flag stations,	None.	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	\$24,440 00	
Miles run by freight trains,	8,112 00	
Miles run by other trains,	—	—
Total miles run,		\$32,552 00
Number of passengers carried in the cars,	66,372 00	
Number of passengers carried one mile,	—	—
Number of tons of merchandise carried in the cars,	17,210 00	
Number of tons of merchandise carried one mile,	—	—
Number of passengers carried one mile, to and from other roads,	—	—
Number of tons carried one mile to and from other roads,	—	—
Rate of speed adopted for express passenger trains, including stops,	—	—
Average rate of speed actually attained by express passenger trains, including stops and detentions,	—	—
Rate of speed adopted for accommodation trains,	28 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	28 “ “	
Average rate of speed actually attained by special trains, including stops and detentions,	—	—
Average rate of speed adopted for freight trains, including stops and detentions,	12 “ “	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	—	—
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	—	—
EXPENDITURES FOR WORKING THE ROAD.		
[None by this Company, the road being run by the Nashua and Lowell Railroad Company.]		
DIVIDENDS.		
6 per cent. Total,	16,014 00	
Surplus not divided,		
Surplus last year,		
Total surplus,		

The road is leased to, and run by, the Nashua and Lowell Railroad Company, under a lease accompanying the “return” for 1848, in consequence of which we are unable to return all the facts required by law. The facts set down under the head of “Doings during the Year,” are derived from the books of the Nashua and Lowell Railroad Company.

No serious accident has occurred upon the road during the past year.

JOHN WRIGHT.
JOHN W. P. ABBOT.
WM. A. BURKE.
SEWALL G. MACK.
ZIBA GAY.

Lowell, December 20, 1853.

MIDDLESEX, ss. *December 20, 1853.* Then personally appeared the above-named John Wright, John W. P. Abbot, William A. Burke, and Sewall G. Mack, and severally made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me, THOS. ORDWAY, *Justice of the Peace.*

MIDDLESEX, ss. *December 21, 1853.* Then personally appeared the above-named Ziba Gay, and made oath that the foregoing return, by him subscribed, is true, to his best knowledge and belief.

Before me, THOS. ORDWAY, *Justice of the Peace.*

TENTH ANNUAL REPORT
OF THE
STOUGHTON BRANCH RAILROAD COMPANY.

Return of the Stoughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$85,400 00.
Increase of capital, since last report,		—
Capital paid in, per last report,	\$85,400 00	—
Capital paid in, since last report,	—	—
Total amount of capital stock paid in,		85,400 00
Funded debt, per last report,	} Nothing.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid during the year,		
Maximum amount of debt, for each month during year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	38,401 98	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		38,401 98
For wooden bridges, per last report,	850 00	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		850 00
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	30,075 95	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		30,075 95

For stations, buildings and fixtures, per last report, .	\$12,272 35	
For stations, buildings and fixtures, paid during the past year, .	Nothing.	
Total amount expended for stations, buildings and fixtures, .		\$12,272 35
For land, land-damages and fences, per last report, .	8,945 51	
For land, land-damages and fences, paid during the past year, .	Nothing.	
Total amount expended for land, land-damages and fences, .		8,945 51
For locomotives, per last report, .	}	
For locomotives, paid during the past year, .		
Total amount expended for locomotives, .		
For passenger and baggage cars, per last report, .	}	Owned and run by Boston and Providence Railroad Company.
For passenger and baggage cars, paid during the past year, .		
Total amount expended for passenger and baggage cars, .		
For merchandise cars, per last report, .	}	
For merchandise cars, paid during the past year, .		
Total amount expended for merchandise cars, .		
For engineering, per last report, .	2,887 50	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .		2,887 50
For agencies and other expenses, per last report, .	}	Nothing.
For agencies and other expenses, paid during the past year, .		
Total amount expended for agencies and other expenses, .		
Total cost of road and equipment, .		\$98,438 29

CHARACTERISTICS OF ROAD.

Length of road, .	4 miles 222 feet.
Length of single main track, .	4 " 222 "
Length of double main track, .	} None.
Length of branches owned by the company, stating whether they have a single or double track, .	
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	2,777 feet.
Weight of rail, per yard, in main road, .	56 lbs.
Weight of rail, per yard, in branch roads, .	} None.
Specify the different weights per yard, .	
Maximum grade, with its length, in main road, .	46 ft. per mile for 740 feet.
Maximum grade, with its length, in branch roads, .	None.
Total rise and fall in main road, .	135 50-100 feet.
Total rise and fall in branch roads, .	None.
Shortest radius of curvature, with length of curve, in main road, .	} 1,080 radius, length of curve 682 feet.
Shortest radius of curvature, with length of curve, in branch roads, .	
Total degrees of curvature, in main road, .	None.
Total degrees of curvature, in branch roads, .	172°.
Total length of straight line, in main road, .	None.
Total length of straight line, in branches, .	2 miles 207 feet.
Aggregate length of wooden truss bridges, .	None.
Aggregate length of all other wooden bridges, .	50 feet 6 inches.

Aggregate length of iron bridges,	} None.
Whole length of road unfenced on both sides,	} 4
Number of public ways crossed at grade,	None.
Number of railroads crossed at grade,	No accidents on road.
Remarks,	None.
Way stations for express trains,	3
Way stations for accommodation trains,	None.
Flag stations,	8
Whole number of way stations,	None.
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	7,578	
Miles run by freight trains,	7,578	
Miles run by other trains,	—	—
Total miles run,		7,578
Number of passengers carried in the cars,	71,960	
Number of passengers carried one mile,	209,778	
Number of tons of merchandise carried in the cars,	20,665	
Number of tons of merchandise carried one mile,	2,304	
Number of passengers carried one mile, to and from other roads,	180,354	
Number of tons carried one mile, to and from other roads,	36,616	
Rate of speed adopted for express passenger trains, including stops,	} None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	20 " "	
Average rate of speed adopted for freight trains, including stops and detentions,	20 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	} Owned and operated by Boston & Prov. R. R. Co.	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Operated by Boston and Providence Railroad Co.
For repairs of wooden bridges,	
For renewals of iron, including laying down,	
For wages of switchmen, average per month, \$	
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction,	
For removing ice and snow, (this item to include all labor, tools, repairs and extra steam-power used,)	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	

MOTIVE POWER AND CARS.		
For repairs of locomotives,		
For new locomotives to cover depreciation,		
For repairs of passenger cars,		
For new passenger cars to cover depreciation,		
For repairs of merchandise cars,		
For new merchandise cars to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,		
Number of engines,		
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		
Furnished by Boston and Providence R. R. Co.		
MISCELLANEOUS.		
For fuel used by engines during the year, viz. :—		
Wood,		
Coal,		
For oil used by cars and engines,		
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, chargeable to passenger department,		
For salaries, wages and incidental expenses, chargeable to freight department,		
For gratuities and damages,		
For taxes and insurance,		
For ferries,		
For [addition] of station buildings, [painting, fencing, and side track,]		
For interest,		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence Railroad Corporation,]		
For amount paid [Boston and Providence Railroad Co. for working the road,]		
For salaries of president, treasurer, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
Total miscellaneous,		
Total expenditures for working the road,		
Paid by Boston and Providence R. R. Co.		
Buildings insured 5 years since, for 7 years. Taxes paid by B. & P. R. R. Co. None.		
	\$1,119 96	
	None.	
	17,905 06	
	4,375 00	
	754 13	
		\$24,154 15
	-	-
INCOME DURING THE YEAR.		
For Passengers :—		
1. On main road, including branches owned by company,		
2. To and from other roads, specifying what,		
For Freight :—		
1. On main road and branches owned by company,		
2. To and from other connecting roads,		
United States mails,		
Rents,		
[Interest on surplus,]		
	735 55	
	16,634 30	
	298 83	
	13,154 87	
	48 75	
	125 00	
	150 00	

Total income,	.	.	.	.	.		\$31,147 30
Net earnings, after deducting expenses,	.	.	.	.	.		\$6,993 15
DIVIDENDS.							
7½ per cent. Total, [two dividends,]	.	.	.	.	.		6,405 00
Surplus not divided,	.	.	.	.	.	\$588 15	
Surplus last year,	.	.	.	.	.	2,794 34	
Total surplus,	.	.	.	.	.		3,382 49
ESTIMATED DEPRECIATION BEYOND THE RENEWALS,							
VIZ :							
Road and bridges,	.	.	.	.	.	} Kept in repair by Boston and Providence Railroad Corporation.	
Buildings,	.	.	.	.	.
Engines and cars,	.	.	.	.	.

F. W. LINCOLN,
MARTIN WALES,
NATH'L MORTON,
OAKES AMES,
Directors.

NORFOLK, ss. CANTON, *December 20, 1853.* Then personally appeared, the said F. W. Lincoln, Martin Wales, Nathaniel Morton and Oakes Ames, and made oath that the foregoing report, by them subscribed, was true, according to the best of their knowledge and belief.

Before me, ELLIS AMES, *Justice of the Peace.*

NINETEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD, COMPANY.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,		\$250,000 00
Increase of capital, since last report,	None.	
Capital paid in, per last report,	\$250,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		250,000 00
Funded debt, per last report,	None.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest, per annum, paid during the year,		
Maximum amount of debt for each month during the year, viz.: January, \$		
\$; February,		
\$; March, \$		
\$; April, \$		
May, \$		
\$; June, \$		
\$; July,		
\$; August, \$		
\$; September,		
\$; October, \$		
\$; November,		
\$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	89,855 38	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		89,855 38
For wooden bridges, per last report,	Nothing.	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,	Nothing.	
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	92,248 56	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		92,248 56

For stations, buildings and fixtures, per last report, .	\$47,056 49	
For stations, buildings and fixtures, paid during the past year, .	Nothing.	
Total amount expended for stations, buildings and fixtures, .		\$47,056 49
For land, land-damages and fences, per last report, .	30,728 88	
For land, land-damages and fences, paid during the past year, .	Nothing.	
Total amount expended for land, land-damages and fences, .		30,728 88
For locomotives, per last report, .	16,383 67	
Paid during the past year, .	Nothing.	
Total amount expended for locomotives, .		16,383 67
For passenger and baggage cars, per last report, .	8,427 37	
For passenger and baggage cars, paid during the past year, .	Nothing.	
Total amount expended for passenger and baggage cars, .		8,427 37
For merchandise cars, per last report, .	8,896 67	
For merchandise cars, paid during the past year, .	Nothing.	
Total amount expended for merchandise cars, .		8,896 67
For engineering, per last report, .	13,539 27	
For engineering, paid during the past year, .	Nothing.	
Total amount expended for engineering, .		13,539 27
For agencies and other expenses, per last report, .	Nothing.	
For agencies and other expenses, paid during the past year, .	Nothing.	
Total amount expended for agencies and other expenses, .	Nothing.	
Total cost of road and equipment, .		\$307,136 29

CHARACTERISTICS OF ROAD.

Length of road, .	11 1-10 miles.
Length of single main track, .	11 1-10 miles.
Length of double main track, .	None.
Length of branches owned by the company, stating whether they have a single or double track, .	3,000 feet, single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	5,160 feet.
Weight of rail, per yard, in main road, .	58 lbs.
Weight of rail, per yard, in branch roads, .	57 lbs.
Specify the different weights per yard, .	—
Maximum grade, with its length, in main road, .	29 feet in 3,000.
Maximum grade, with its length, in branch roads, .	35 feet per mile, 400 feet.
Total rise and fall in main road, .	123 feet.
Total rise and fall in branch roads, .	9 feet descent.
Shortest radius of curvature, with length of curve, in main road, .	800 in 1,000.
Shortest radius of curvature, with length of curve, in branch roads, .	250°—300 feet.
Total degrees of curvature, in main road, .	70°.
Total degrees of curvature, in branch roads, .	Follows centre of highway.
Total length of straight line, in main road, .	11 miles.
Total length of straight line, in branches, .	2,200 feet.
Aggregate length of wooden truss bridges, .	None.
Aggregate length of all other wooden bridges, .	None.

Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . .	1,000 feet.
Number of public ways crossed at grade, . . .	19
Number of railroads crossed at grade, . . .	None.
Remarks,	None.
Way stations for express trains,	None.
Way stations for accommodation trains,	3
Flag stations,	None.
Whole number of way stations,	3
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	29,734	
Miles run by freight trains,	8,756	
Miles run by other trains,	202	
Total miles run,		38,692
Number of passengers carried in the cars, . . .	160,207	
Number of passengers carried one mile, . . .	1,705,872	
Number of tons of merchandise carried in the cars, .	52,771 tons	1,430 lbs.
Number of tons of merchandise carried one mile, .	551,888 "	258 "
Number of passengers carried one mile, to and from other roads,	1,606,847	
Number of tons carried one mile to and from other roads,	525,309 tons	1,498 lbs.
Rate of speed adopted for express passenger trains, including stops,	} No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, .		
Rate of speed adopted for accommodation trains, .	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	11 miles in 17 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	25 miles per hour	
Average rate of speed adopted for freight trains, including stops and detentions,	14 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	997 tons.	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	993,782 "	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . .	\$5,241 07	
For repairs of wooden bridges,	-	-
For renewals of iron, including laying down, . .	6,534 71	
For wages of switchmen, average per month, \$40—\$409 84,	} Total,	855 64
For wages of gate-keepers, average per month, \$26—\$13 66,		
For wages of signal-men, average per month, \$. .		
For wages for watchmen, average per month, \$35—\$432 14,		
Number of men employed, exclusive of those engaged in construction,	98	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	8 88	

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	\$202 11	
Total for maintenance of way, . . .		\$12,842 41

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	2,393 39	
For new locomotives, to cover depreciation, . . .	2,711 91	
For repairs of passenger cars, . . .	2,677 04	
For new passenger cars, to cover depreciation, . . .	780 65	
For repairs of merchandise cars, . . .	2,068 53	
For new merchandise cars, to cover depreciation, . . .	3,810 97	
For repairs of gravel and other cars, . . .	-	-
Total for maintenance of motive power and cars, . . .		14,442 49
Number of engines, . . .	6	
Number of passenger cars, . . .	14	
Number of baggage cars, . . .	11	
Number of merchandise cars, . . .	112	
Number of gravel cars, . . .	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—		
Wood, . . .	}	10,703 91
Coal, . . .		
For oil used by cars and engines, . . .	}	1,459 88
For waste and other material for cleaning, . . .		
For salaries, wages and incidental expenses, charge- able to passenger department, . . .		4,498 22
For salaries, wages and incidental expenses, charge- able to freight department, . . .		6,012 11
For gratuities and damages, . . .		906 68
For taxes and insurance, . . .		256 11
For ferries, . . .		-
For repairs of station buildings, aqueducts, fixtures, furniture, [including a new station house at Nor- ton,] . . .		3,845 03
For interest, . . .		
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, [Boston & Providence R. R.]		71,198 78
For amount paid other companies, as rent for use of their roads, specifying each company, . . .		8,544 02
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .		3,538 22
Total miscellaneous, . . .		110,962 96
Total expenditures for working the road, . . .		\$138,247 86

INCOME DURING THE YEAR.**For Passengers:—**

1. On main road, including branches owned by company, . . .	2,663 85
2. To and from other roads, specifying what, [New Bedford and Taunton, and Boston and Providence,] . . .	93,264 07

<i>For Freight :—</i>		
1. On main road and branches owned by company,	\$1,321 12	
2. To and from other connecting roads, . . .	60,985 83	
U. S. Mails,	630 47	
Rents, [and interest,]	873 23	
Total income,		\$159,738 57
Net earnings, after deducting expenses, . . .		\$21,490 71
DIVIDENDS.		
Per cent. Total, [two of 4 per cent.,] . . .		
Surplus not divided, \$1,490 71,	}	740 21
[Less depreciation of reserve investment,] 750 50,		
Surplus last year,		41,776 02
Total surplus,		\$42,516 23.
ESTIMATED DEPRECIATION BEYOND THE RENEW-		
ALS, VIZ.:		
Road and bridges,	—	—
Buildings,	—	—
Engines and cars,	—	—

March 28, 1853.—John Bryce, disregarding the signals, attempted in a carriage to cross the track, was struck by locomotive and killed.

June 29, 1853.—A man, name unknown, was found dead by side of road, supposed to have been killed by night train, while walking on track.

The cars and engines, together with the machine shops, car and engine houses, at Taunton, with the exception of the original engine-house, are owned by this corporation in common with the New Bedford and Taunton Railroad Corporation, in proportion to the length of their respective roads, and the two railroads are operated at the joint expense, in the same proportion.

WM. A. CROCKER,
SAM. FROTHINGHAM,
FITZHENRY HOMER,
N. H. EMMONS,
Directors.

Boston, December 31, 1853.

SUFFOLK, ss. BOSTON, December 31, 1853. Then the above-named W. A. Crocker, S. Frothingham, Fitzhenry Homer and N. H. Emmons—and made oath that the foregoing report, by them subscribed, was true, according to the best of their knowledge and belief.

Before me, E. PICKERING, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
TROY AND GREENFIELD RAILROAD COMPANY.

Return of the Troy and Greenfield Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,			\$354,900 00
Increase of capital, since last report,			-
Capital paid in, per last report,	\$88,831 02		
Capital paid in, since last report,	5,194 00		
Total amount of capital stock paid in,			94,025 02
Funded debt, per last report,	9,500 00		
Funded debt, paid since last report,	None.		
Funded debt, increase of, since last report,	2,500 00		
Total present amount of funded debt,			12,000 00
Floating debt, per last report,	8,715 08		
Floating debt, paid since last report,	701 89		
Floating debt, increase of, since last report,	-		-
Total present amount of floating debt,			8,013 19
Total present amount of funded and floating debt,			*20,013 19
Average rate of interest, per annum, paid during the year,	6 per cent.		
Maximum amount of debt for each month during the year, viz.: January, \$	} From total amount of debt deduct assets, notes on hand, &c., amounting to \$8,539 90		
February, \$			
March, \$			
April, \$			
May, \$			
June, \$			
July, \$			
August, \$			
September, \$			
October, \$			
November, \$			
December, \$			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	\$70,292 71		
For graduation and masonry, paid during the past year,	5,209 53		
Total amount expended for graduation and masonry,			75,502 24
For wooden bridges, per last report,	-		-
For wooden bridges, paid during the past year,	-		-
Total amount expended for wooden bridges,	-		-
Total amount expended for iron bridges (if any),	-		-
For superstructure, including iron, per last report,	681 95		
For superstructure, including iron, paid during the past year,	411 20		
Total amount expended for superstructure, including iron,			1,093 15

* The principal part of the debt is payable in stock and bonds to the contractors.

For stations, buildings and fixtures, per last report, .	\$92 08	
For stations, buildings and fixtures, paid during the past year, .	Nothing.	
Total amount expended for stations, buildings and fixtures, .		\$92 08
For land, land-damages and fences, per last report, .	13,768 56	
For land, land-damages and fences paid during the past year, .	1,295 35	
Total amount expended for land, land-damages and fences, .		15,063 91
For locomotives, per last report, .	-	-
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .	-	-
For passenger and baggage cars, per last report, .	-	-
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .	-	-
For merchandise cars, per last report, .	-	-
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .	-	-
For engineering, per last report, .	10,063 16	
For engineering, paid during the past year, .	24 75	
Total amount expended for engineering, .		10,087 91
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies, and other expenses, .	-	-
Total cost of road and equipment, .	-	-
CHARACTERISTICS OF ROAD.		
Length of road, .	42 55-100 miles.	
Length of single main track, .	-	-
Length of double main track, .	-	-
Length of branches owned by the company, stating whether they have a single or double track, .	-	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	-	-
Weight of rail, per yard, in main road, .	-	-
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	{ 31 68-100 per mile for 3 39-100 miles.	
Maximum grade, with its length, in branch roads, .		-
Total rise and fall in main road, .	{ 594 feet rise to centre of tunnel, and 208 feet fall to State line.	
Total rise and fall in branch roads, .		-
Shortest radius of curvature, with length of curve, in main road, .	{ 1,228 feet for 850 feet in length.	
Shortest radius of curvature, with length of curve, in branch roads, .		-
Total degrees of curvature, in main road, .	-	-
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	22 486-1000 miles.	

Total length of straight line, in branches, . . .	-	-
Aggregate length of wooden truss bridges, . . .	-	-
Aggregate length of all other wooden bridges, . . .	-	-
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	-	-
Number of public ways crossed at grade, . . .	-	-
Number of railroads crossed at grade, . . .	-	-
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accommodation trains, . . .	-	-
Flag stations, . . .	-	-
Whole number of way stations, . . .	-	-
Whole number of flag stations, . . .	-	-
MISCELLANEOUS.		
For fuel used by engines during the year, viz.: . . .	-	-
Wood, . . .	-	-
Coal, . . .	-	-
For oil used by cars and engines, . . .	-	-
For waste and other material for cleaning, . . .	-	-
For salaries, wages and incidental expenses, charge- able to passenger department, . . .	-	-
For salaries, wages and incidental expenses, charge- able to freight department, . . .	-	-
For gratuities and damages, . . .	-	-
For taxes and insurance, . . .	-	-
For ferries, . . .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	-	-
For interest, . . .	\$771	47
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, . . .	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	There are some unsettled accounts for engineering which cannot be brought into this account.	
Total miscellaneous, . . .	-	-
Total expenditures for working the road, . . .	-	-

OTIS CLAPP.
 GEO. MILLARD.
 JOHN PORTER.
 E. G. LAMSON.
 ERASTUS RICE.
 D. N. CARPENTER.
 R. H. LEAVITT.
 J. V. C. SMITH.

200 TROY AND GREENFIELD RAILROAD. . [Jan.

FRANKLIN, ss. December 20, 1853. Then personally appeared Otis Clapp, George Millard, John Porter, E. G. Lamson, Erastus Rice, D. N. Carpenter, and R. H. Leavitt, and made oath that the above certificate, by them subscribed, was, according to their best belief and knowledge, true.

Before me,

WENDELL T. DAVIS, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
UNION RAILROAD CORPORATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

In compliance with the statutes of the Commonwealth, the undersigned, Directors in the Union Railroad Corporation, respectfully submit their Annual Report :—

During the past year they have made and filed, according to law, a location of the road, from its connection with the Grand Junction Railroad, through Somerville, East Cambridge, Cambridgeport, to the Boston and Worcester Railroad, in Brookline ; and it has been approved, according to law, by the special commissioner appointed by the governor ; and have also transferred their property and franchises to the Grand Junction Railroad and Depot Corporation, in pursuance of authority given for that purpose in the second section of an act entitled “ An Act concerning the Union Railroad Company,” approved April 14, 1853.

ISAAC LIVERMORE, *President.*

SAM'L S. LEWIS,
THOS. HOPKINSON,
CHAS. J. HENDEE,

Boston, December, 1853.

Directors.

NORFOLK, ss. *December, 1853.* Then personally appeared Isaac Livermore, Sam'l S. Lewis, Chas. J. Hendee, Thos. Hopkinson, and made solemn oath that the above report, signed by them, is true and correct, to the best of their knowledge and belief.

Before me,

J. P. ROBINSON, *Justice of the Peace.*

TENTH ANNUAL REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD
COMPANY.

*Return of the Vermont and Massachusetts Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [including the Greenfield Branch and Vermont portion,]		\$3,200,000 00
Increase of capital, since last report,	-	-
Capital paid in, per last report,	-	-
Capital paid in, since last report,	-	-
Total amount of capital stock paid in,		2,233,959 87
Funded debt, per last report,	\$1,001,500 00	
Funded debt, paid since last report,	-	-
Funded debt, [decrease] of, since last report,	42,100 00	
Total present amount of funded debt,		959,400 00
Floating debt, per last report,	100,477 78	
Floating debt, paid since last report,	-	-
Floating debt, increase of, since last report,	79,737 54	
Total present amount of floating debt,		180,215 32
Total present amount of funded and floating debt,		1,139,615 32
Average rate of interest, per annum, paid during the year,	About 6 per cent.	
Maximum amount of debt for each month during the year, viz.: January 31st, \$123,668.23; February 28th, \$116,215.92; March 31st, \$119,744.09; April 30th, \$112,808.98; May 31st, \$132,475.99; June 30th, \$143,385.98; July 30th, \$176,599.45; August 31st, \$168,298.31; September 30th, \$156,349.64; October 31st, \$149,487.59; November 30th, \$180,215.32; December 31, 1852, \$104,211.48.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	-	-
For graduation and masonry, paid during the past year,	-	-
Total amount expended for graduation and masonry,		1,461,540 39
For wooden bridges, per last report,	-	-
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,		199,395 31

Total amount expended for iron bridges (if any), . . .	-	-
For superstructure, including iron, per last report, . . .	-	-
For superstructure, including iron, paid during the past year, . . .	-	-
Total amount expended for superstructure, including iron, . . .		\$600,422 01
For stations, buildings and fixtures, per last report, . . .	-	-
For stations, buildings and fixtures, paid during the past year, . . .	-	-
Total amount expended for stations, buildings and fixtures, . . .		119,595 04
For land, land-damages and fences, per last report, . . .	\$174,075 62	
For land, land-damages and fences, paid during the past year, . . .	3,657 07	
Total amount expended for land, land-damages and fences, . . .		177,732 69
For locomotives, per last report, . . .	-	-
For locomotives, paid during the past year, . . .	-	-
Total amount expended for locomotives, . . .		95,638 62
For passenger and baggage cars, per last report, . . .	-	-
For passenger and baggage cars, paid during the past year, . . .	-	-
Total amount expended for passenger and baggage cars, . . .		20,190 00
For merchandise cars, per last report, . . .	-	-
For merchandise cars, paid during the past year, . . .	-	-
Total amount expended for merchandise cars, . . .		91,514 89
For engineering, per last report, . . .	-	-
For engineering, paid during the past year, . . .	-	-
Total amount expended for engineering, . . .		56,872 04
For agencies and other expenses, [salaries, etc., etc., during the construction of the road,] . . .	100,271 31	
For [dividends of interest and discount on bonds,] . . .	284,646 04	
Total amount expended for agencies, and other expenses, . . .	-	-
Total cost of road and equipment, . . .		\$3,207,818 34
[Charged to Greenfield Branch, in addition to above,]		248,495 06

CHARACTERISTICS OF ROAD.

Length of road, . . .	69 miles.
Length of single main track, . . .	69 "
Length of double main track, . . .	None.
Length of branches owned by the company, stating whether they have a single or double track, . . .	8 miles, single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, . . .	About 5 1-2 miles.
Weight of rail, per yard, in main road, . . .	56 lbs.
Weight of rail, per yard, in branch roads, . . .	56 "
Specify the different weights per yard, . . .	-
Maximum grade, with its length, in main road, . . .	58 feet for 1 6-10 mile.
Maximum grade, with its length, in branch roads, . . .	45 feet per mile, 3 1-2 mi.
Total rise and fall in main road, . . .	Rise 808 feet, fall 990 do.
Total rise and fall in branch roads, . . .	Rise 81 feet, fall 168 feet.
Shortest radius of curvature, with length of curve, in main road, . . .	{ 1,000 feet for 1,900 ft. except at Grout's, where it is 924 feet for 1,200 feet.

Shortest radius of curvature, with length of curve, in branch roads,	1,000 feet for 400 feet.	
Total degrees of curvature, in main road,	3,314°.	
Total degrees of curvature, in branch roads,	607°.	
Total length of straight line, in main road,	27 3-4 miles.	
Total length of straight line, in branches,	3 9-10 "	
Aggregate length of wooden truss bridges,	6,738 feet.	
Aggregate length of all other wooden bridges,	-	-
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	64	
Number of railroads crossed at grade,	1	
Remarks,	-	-
Way stations for express trains,	None.	
Way stations for accommodation trains,	16	
Flag stations,	2	
Whole number of way stations,	16	
Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	116,954	
Miles run by freight trains,	65,799	
Miles run by other trains,	13,850	
Total miles run,		196,603
Number of passengers carried in the cars,	149,795	
Number of passengers carried one mile,	2,801,939	
Number of tons of merchandise carried in the cars,	79,698	715-1000
Number of tons of merchandise carried one mile,	2,138,868	843-1000
Number of passengers carried one mile, to and from other roads,	1,661,915	
Number of tons carried one mile, to and from other roads,	1,857,800	763-1000
Rate of speed adopted for express passenger trains, including stops,	} No such trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 " "	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	12 " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	-	-
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$29,576 24	
For repairs of wooden bridges,	1,628 49	
For renewals of iron, laying down [included elsewhere,]	4,487 32	
For wages of switchmen, average per month,	} \$28, Total, }	\$3,076 95
For wages of gate-keepers, average per month,		
For wages of signal-men, average per month,		
For wages of watchmen, average per month,		

Number of men employed, exclusive of those engaged in construction,	195	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	\$53 30	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,		\$38,822 30
MOTIVE POWER AND CARS.		
For repairs of locomotives,	9,370 83	
For new locomotives to cover depreciation,	-	-
For repairs of passenger cars,	7,370 38	
For new passenger cars to cover depreciation,	-	-
For repairs of merchandise cars,	8,219 93	
For new merchandise cars,	17,206 69	
For repairs of gravel and other cars,	129 42	
Total for maintenance of motive power and cars,		42,297 25
Number of engines,	12	
Number of passenger cars,	8	
Number of baggage cars,	5	
Number of merchandise cars,	174	
Number of gravel cars,	25	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	-	-
Wood,	20,966 36	
Coal,	-	-
For oil used by cars and engines,	4,486 63	
For waste and other material for cleaning,	667 28	
For salaries, wages and incidental expenses, chargeable to passenger department,	16,007 65	
For salaries, wages and incidental expenses, chargeable to freight department,	16,048 98	
For damages,	1,115 53	
For taxes and insurance,	1,115 10	
For ferries,	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	2,213 50	
For interest, [paid on bonds and floating debt,]	73,155 68	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, [Fitchburg R. R., use of depots, etc., \$1,000; Conn. River R. R., \$1,550,]	2,550 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,732 11	
Total miscellaneous,		76,903 14
Total expenditures for working the road,		\$158,022 69
[Add interest,]		73,155 68
[Total expenditures, including interest,]		\$231,178 37

INCOME DURING THE YEAR.	
<i>For Passengers :—</i>	
1. On main road, including branches owned by company, and to and from other roads, .	\$83,775 05
<i>For Freight :—</i>	
1. On main road and branches owned by company, and to and from other connecting roads, .	111,470 86
U. S. Mails,	3,412 99
Rents,	40,648 43
[Express, \$2,360.41; tolls, \$712.98; miscellaneous, \$1,942.58,]	5,015 97
Total income,	\$244,323 30
Net earnings, after deducting expenses, [and interest, \$73,155.68,]	\$13,144 98
DIVIDENDS.	
Per cent. Total,	— —
Surplus not divided,	— —
Surplus last year,	— —
Total surplus,	— —
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Road and bridges,	— —
Buildings,	— —
Engines and cars,	— —

The above report is respectfully submitted by

THOMAS WHITTEMORE,
JAMES CHEEVER,
JOHN J. SWIFT,
Directors.

Boston, December 31, 1853.

MASSACHUSETTS.

SUFFOLK, ss. *December 31, 1853.* Then the said Thomas Whittemore, James Cheever, J. J. Swift, personally appeared and severally made oath that the above return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

D. S. GILCHRIST, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
WARE RIVER RAILROAD CORPORATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Ware River Railroad submit the following as their report of their doings for the past year :—

The time for locating and constructing said road was extended by the last legislature, which act has been accepted by the stockholders, and measures were adopted to organize anew, and procure a new subscription of capital stock. No progress has been made in the location and construction of said road, though a survey of the two first sections has been made, and we do not relinquish the idea that at least the first section will be constructed at no very distant period.

ORRIN SAGE.
A. L. DEVENS.
WILLIAM MIXTER.
A. SANDFORD.
OTIS LANE.
W. S. BRAKENRIDGE.

Ware, December 31, 1853.

HAMPSHIRE, ss. *December 31, 1853.* Then the above-named Sage, Devens, Mixter, Sandford, Lane, and Brakenridge, made oath to the truth of the above return, by them subscribed.

Before me,

WILLIAM HYDE, *Justice of the Peace.*

For stations, buildings and fixtures, per last report, .	\$92 08	
For stations, buildings and fixtures, paid during the past year, .	Nothing.	
Total amount expended for stations, buildings and fixtures, .		\$92 08
For land, land-damages and fences, per last report, .	13,768 56	
For land, land-damages and fences paid during the past year, .	1,295 35	
Total amount expended for land, land-damages and fences, .		15,063 91
For locomotives, per last report, .	-	-
For locomotives, paid during the past year, .	-	-
Total amount expended for locomotives, .	-	-
For passenger and baggage cars, per last report, .	-	-
For passenger and baggage cars, paid during the past year, .	-	-
Total amount expended for passenger and baggage cars, .	-	-
For merchandise cars, per last report, .	-	-
For merchandise cars, paid during the past year, .	-	-
Total amount expended for merchandise cars, .	-	-
For engineering, per last report, .	10,063 16	
For engineering, paid during the past year, .	24 75	
Total amount expended for engineering, .		10,087 91
For agencies and other expenses, per last report, .	-	-
For agencies and other expenses, paid during the past year, .	-	-
Total amount expended for agencies, and other expenses, .	-	-
Total cost of road and equipment, .	-	-

CHARACTERISTICS OF ROAD.

Length of road, .	42 55-100 miles.	
Length of single main track, .	-	-
Length of double main track, .	-	-
Length of branches owned by the company, stating whether they have a single or double track, .	-	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches, .	-	-
Weight of rail, per yard, in main road, .	-	-
Weight of rail, per yard, in branch roads, .	-	-
Specify the different weights per yard, .	-	-
Maximum grade, with its length, in main road, .	{ 31 68-100 per mile for 3 39-100 miles.	
Maximum grade, with its length, in branch roads, .		-
Total rise and fall in main road, .	{ 594 feet rise to centre of tunnel, and 208 feet fall to State line.	
Total rise and fall in branch roads, .		-
Shortest radius of curvature, with length of curve, in main road, .	{ 1,228 feet for 850 feet in length.	
Shortest radius of curvature, with length of curve, in branch roads, .		-
Total degrees of curvature, in main road, .	-	-
Total degrees of curvature, in branch roads, .	-	-
Total length of straight line, in main road, .	22 486-1000 miles.	

Total length of straight line, in branches, . . .	-	-
Aggregate length of wooden truss bridges, . . .	-	-
Aggregate length of all other wooden bridges, . . .	-	-
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	-	-
Number of public ways crossed at grade, . . .	-	-
Number of railroads crossed at grade, . . .	-	-
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accommodation trains, . . .	-	-
Flag stations, . . .	-	-
Whole number of way stations, . . .	-	-
Whole number of flag stations, . . .	-	-
MISCELLANEOUS.		
For fuel used by engines during the year, viz: . . .	-	-
Wood, . . .	-	-
Coal, . . .	-	-
For oil used by cars and engines, . . .	-	-
For waste and other material for cleaning, . . .	-	-
For salaries, wages and incidental expenses, charge- able to passenger department, . . .	-	-
For salaries, wages and incidental expenses, charge- able to freight department, . . .	-	-
For gratuities and damages, . . .	-	-
For taxes and insurance, . . .	-	-
For ferries, . . .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	-	-
For interest, . . .	\$771	47
For amount paid other companies, in tolls for passen- gers, and freight carried on their roads, specifying each company, . . .	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	} There are some unsettled accounts for engineering which cannot be brought into this account.	
Total miscellaneous, . . .		
Total expenditures for working the road, . . .	-	-

OTIS CLAPP.
 GEO. MILLARD.
 JOHN PORTER.
 E. G. LAMSON.
 ERASTUS RICE.
 D. N. CARPENTER.
 R. H. LEAVITT.
 J. V. C. SMITH.

Aggregate length of all other wooden bridges,	-	-
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	111	
Number of railroads crossed at grade,	2	
Remarks,	-	-
Way stations for express trains,	2	
Way stations for accommodation trains,	33	
Flag stations,	2	
Whole number of way stations,	33	
Whole number of flag stations,	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains,	323,865	
Miles run by freight trains,	589,314	
Miles run by other trains,	34,203	
Total miles run,		947,382
Number of passengers carried in the cars,	656,194	
Number passengers carried one mile,	27,488,944	
Number of tons of merchandise carried in the cars,	324,833	
Number of tons of merchandise carried one mile,	28,153,554	
Number of passengers carried one mile, to and from other roads,	16,646,436	
Number of tons carried one mile to and from other roads,	20,933,642	
Rate of speed adopted for express passenger trains, including stops,	35 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	37 " { Spring'd & Wor., 28 miles.	
Rate of speed adopted for accommodation trains,	" Alb., 22 "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	15 miles.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	-	-
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$87,806 03	
For repairs of wooden bridges,	11,545 26	
For renewals of iron, including laying down,	65,148 60	
For wages of switchmen, average per month,	Total, }	
For wages of gate-keepers, average per month,		
For wages of signal men, average per month,		
For wages of watchmen, average per month,		
Number of men employed, exclusive of those engaged in construction,		-
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	1,196 61	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-
Total for maintenance of way,		\$165,696 50

MOTIVE POWER AND CARS.	
For repairs of locomotives,	\$63,041 00
For new locomotives to cover depreciation,	-
For repairs of passenger cars,	27,483 69
For new passenger cars to cover depreciation,	8,290 13
For repairs of merchandise cars,	66,268 34
For new merchandise cars to cover depreciation,	5,000 00
For repairs of gravel and other cars,	-
Total for maintenance of motive power and cars,	\$170,083 16
Number of engines,	59
Number of passenger cars,	48
Number of baggage cars,	17
Number of merchandise cars, [4-wheel,]	1,646 4-wheel.
Number of gravel cars,	20 "
MISCELLANEOUS.	
For fuel used by engines during the year, viz.:	
Wood,	155,951 19
Coal,	5,629 44
For oil used by cars and engines,	20,492 27
For waste and other material for cleaning,	2,862 28
For salaries, wages and incidental expenses, charge- able to passenger department,	} 177,061 75
For salaries, wages and incidental expenses, charge- able to freight department,	
For gratuities and damages,	20,933 51
For taxes and insurance,	6,239 52
For ferries,	17,464 35
For repairs of station buildings, aqueducts, fixtures, furniture,	13,070 96
For interest,	-
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company,	-
For amount paid other companies, as rent for use of their roads, specifying each company,	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	23,002 99
Total miscellaneous,	442,708 26
Total expenditures for working the road,	\$778,487 92
INCOME DURING THE YEAR.	
For Passengers:—	
1. On main road, including branches owned by company,	} 693,290 01
2. To and from other roads, specifying what,	
For Freight:—	
1. On main road and branches owned by com- pany,	} 786,215 87
2. To and from other connecting roads,	
United States mails,	25,653 37
Rents, [and other sources,]	20,064 67
Total income,	1,525,223 92
Net earnings, after deducting expenses,	\$746,736 00

DIVIDENDS.			
[Interest on State Loans,]	.	.	\$283,968 62
[Payments to sinking fund,]	.	.	50,000 00
7 per cent. Total,	.	.	360,500 00 \$694,468 62
Surplus not divided, [1853,]	.	.	*51,476 19
Surplus last year,	.	.	137,413 45
Total surplus, [November 30, 1853,]	.	.	188,889 64

WILLIAM H. SWIFT. .
EDWARD AUSTIN.
JOSIAH STICKNEY.
GEO. H. KUHN.
W. B. SPOONER.
H. B. GROVES.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 31, 1853.*

Sworn to, before me,
ELLIS GRAY LORING, *Justice of the Peace.*

WHITING GRISWOLD.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 31, 1853.*

Sworn to, before me,
STEPHEN FAIRBANKS, *Justice of the Peace.*

RECORD OF FATAL ACCIDENTS,

| *On the Western Railroad, for the year ending December 31, 1853.*

1. James Bass, an employee of the company, at Shaker Village, fell, or was knocked off an engine between Pittsfield and Shaker Village, and killed, January 8, 1853.

* \$51,476.19 surplus was divided in 1853, balance of earnings, (less \$791.19, loss on Pittsfield and North Adams Railroad.)

2. Augustus Granger, fireman, killed near Washington depot by a collision between two engines, January 14, 1853.

3. Michael Burke attempted to jump on a freight train in motion, two miles east of Springfield, fell between the cars and was instantly killed, January 25, 1853.

4. Allen M. Bowen, agent of the company, at Shaker Village, by being crushed between the cars by a freight train, June 7, 1853.

5. The express train from Springfield to Worcester was thrown from the main track to a side track, at East Brookfield, by the misplacement of a switch, and ——— S. Johnson, a passenger, but standing on the platform outside of one of the cars, was killed instantly by the collision between the passenger cars and some freight cars, which were standing upon the side track, June 23, 1853.

6. Mrs. ——— King, a deaf and dumb woman, was struck by the engine while she was attempting to cross the track in front of an advancing freight train, and died from the effects of the blow in twelve hours, July 6, 1853.

7. Daniel Ferre, engine-man, was run over by an engine and three freight cars, near Chester Factories, and killed, October 1, 1853.

8. Ephraim Jones, while crossing the railroad with a wagon and pair of horses, at Schodack, was struck by the express train and killed, October 1, 1853.

9. William Watkins, formerly a brakeman, was found dead about half a mile west of Warren. He was in the passenger car of the previous night train—the last seen of him until his body was found on 16th October, 1853, as aforesaid.

10. Andrew McMullen was found dead three-fourths of a mile west of Pittsfield, lying near the track. Verdict of the Coroner's jury, that he had been struck by the train November 26, 1853. Being of intemperate habits, it is supposed he was intoxicated.

Western Railroad Office, Springfield, Dec. 26, 1853.

Report of the Commissioners of the Western Railroad Sinking Fund, for the year ending 1st January, 1854.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The Commissioners of the Sinking Fund of the Western Railroad Corporation, in compliance with the direction of the statute of March 13th, 1839, have the honor respectfully to submit the following report of their proceedings for the past year ; also the amount and condition of the said fund, and the income of the several parts thereof :—

The amount of the fund on 31st December, 1852, as per

Commissioner's Report of that date, was	\$766,406 59
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There has been received during the year—

Interest and dividends,	\$45,087 40	
Contribution from Western Railroad,	40,000 00	
		85,087 40
		<u>\$851,493 99</u>

INVESTMENTS.

Cash on hand,	\$1,972 34
Notes and mortgages,	215,091 91
Notes and collateral,	109,200 00
Boston and Providence Railroad stock, 145 shares,	14,437 00
Boston and Worcester Railroad stock, 250 shares,	27,397 67
Boston and Lowell Railroad stock, 44 shares,	26,298 75
Massachusetts Sterling Fives, £1,200,	4,050 82
Pittsfield and North Adams Do.	20,045 50
Charlestown city note,	12,000 00
Boston and Worcester Railroad bonds, \$221,000,	221,000 00
Connecticut River Railroad bonds,	200,000 00
	<u>\$851,493 99</u>

INTEREST AND DIVIDENDS, ACCRUED TO DATE.

Two months' interest on notes secured by mortgages,	\$2,150 92
“ “ “ “ collateral,	1,092 00
Three and a half dollars per share on 145 shares Bos. & Prov. Railroad,	507 50
“ “ 250 Bos. & Wor. Railroad,	875 00
Fifteen “ 44 Bos. & Lowell R. R.,	660 00
Three “ 205 P. & N. Adams R. R.,	615 00

Three months' interest on £1,200 Sterling Fives,	\$72 00
Two " " city of Charlestown's note,	120 00
Six " " \$221,000 Bos. and Wor. Railroad bonds,	6,630 00
Two " " 200,000 Conn. River Railroad,	2,000 00
Interest over due,	1,486 68
	<hr/>
	\$16,209 10

RECAPITULATION.

Investments,	\$851,493 99
Interest and dividends accrued to date,	16,209 10
	<hr/>
Total value 31st December, 1853,	\$867,703 09

Respectfully submitted.

[Signed,]

JACOB H. LOUD,
STEPHEN FAIRBANKS,
Commissioners.

WEST STOCKBRIDGE RAILROAD COMPANY.

No Return received from this Company.

SECOND ANNUAL REPORT
OF THE
WILLIAMSTOWN AND HANCOCK RAILROAD
CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Williamstown and Hancock Railroad Corporation would respectfully present their Second Annual Report.

By an act of the last legislature, the Williamstown and Hancock Railroad Company were authorized to consolidate with the Lebanon Springs Railroad Company. The act of consolidation has been accepted by the Stockholders, at a meeting called for that purpose, and a Director has been chosen in this State, by the consolidated company.

The entire road, from Chatham Four Corners, in the State of New York, to Bennington, in the State of Vermont, has been put under contract, and the work on that part of the road which is in the State of New York, has been commenced.

The certificates of location, etc., which are required by our charter and by the general laws of the Commonwealth, will be filed in due season; and it is confidently expected that the road will be completed within the time specified in our charter.

Respectfully submitted.

B. F. MILLS.
J. M. COLE.
LEONARD DOTY.
JAMES A. ELDRIDGE.
RUFUS L. MASON.

BERKSHIRE, ss. December 26, 1853. Then appeared, Benjamin F. Mills and John M. Cole, and made oath to the truth of the foregoing.

DANIEL N. DEWEY, *Justice of the Peace.*

BERKSHIRE, ss. *December 27, 1853.* Then appeared, Leonard Doty and Rufus L. Mason, and made oath to the truth of the foregoing.

JASON WHITE, *Justice of the Peace.*

BERKSHIRE, ss. *December 30, 1853.* Then appeared, James A. Eldridge, and made oath to the truth of the foregoing.

B. F. MILLS, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

**WORCESTER AND NASHUA RAILROAD COM-
PANY.**

*Return of the Worcester and Nashua Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending November 30, 1853.*

Capital stock,		\$2,100,000 00
Increase of capital, since last report,	Nothing.	
Capital paid in, per last report,	\$1,134,000 00	
Capital paid in, since last report,	6,900 00	
Total amount of capital stock paid in,		1,140,900 00
Funded debt, per last report,	171,200 00	
Funded debt, paid since last report,	—	—
Funded debt, increase of, since last report,	22,800 00	
Total present amount of funded debt,		194,000 00
Floating debt, per last report,	2,793 79	
Floating debt, paid since last report,	2,348 73	
Floating debt, increase of, since last report,	—	—
Total present amount of floating debt,		445 06
Total present amount of funded and floating debt,		194,445 06
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$202,060.65; February, \$199,- 186.84; March, \$191,069.03; April, \$183,357.03; May, \$182,122.87; June, \$183,551.31; July, \$194,400.81; August, \$194,320.31; September, \$194,192.56; October, \$194,161.32; November, \$194,445.06; December, 1852, \$173,948.04.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	461,690 43	
For graduation and masonry, paid during the past year,	3,019 23	
Total amount expended for graduation and masonry,		464,709 66
For wooden bridges, per last report,	12,335 35	
For wooden bridges, paid during the past year,	28 18	
Total amount expended for wooden bridges,		12,363 53
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	429,495 87	
For superstructure, including iron, paid during the past year,	2,097 74	
Total amount expended for superstructure, including iron,		431,593 61

For stations, buildings, and fixtures, per last report,	\$68,964 82	
For stations, buildings, and fixtures paid during the past year,	10,503 13	
Total amount expended for stations, buildings and fixtures,		\$79,467 95
For land, land-damages and fences, per last report,	181,038 42	
For land, land-damages and fences, paid during the past year,	4,502 32	
Total amount expended for land, land-damages and fences,		185,540 74
For locomotives, per last report,	59,248 86	
For locomotives paid during the past year,	80 00	
Total amount expended for locomotives,		59,328 86
For passenger and baggage cars, per last report,	17,612 71	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		17,612 71
For merchandise cars, per last report,	60,495 81	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		60,495 81
For engineering, per last report,	31,063 27	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		31,063 27
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	417 59	
Total amount expended for agencies, and other expenses,		417 59
Total cost of road and equipment,		\$1,342,593 73

CHARACTERISTICS OF ROAD.

Length of road,	45 69-100 miles.
Length of single main track,	44 93-100 miles.
Length of double main track,	76-100 mile.
Length of branches owned by the company, stating whether they have a single or double track,	- -
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	4 94-100 miles.
Weight of rail per yard in main road,	57½ lbs.
Weight of rail per yard in branch roads,	- -
Specify the different weights per yard,	- -
Maximum grade, with its length in main road,	{ 48 $\frac{48}{100}$ feet for 3 $\frac{44}{100}$ miles, except terminus at Worcester, 52 $\frac{8}{10}$ per mile for 800 feet, and at Nashua 49 $\frac{632}{1000}$ feet for 3,100 ft.
Maximum grade, with its length in branch roads,	- -
Total rise and fall in main road,	1,151 $\frac{81}{100}$ feet.
Total rise and fall in branch roads,	- -
Shortest radius of curvature, with length of curve, in main road,	{ 1,146 feet for $\frac{86}{100}$ mile, except curve at Groton Centre and terminus at Worcester.
Shortest radius of curvature, with length of curve, in branch roads,	- -
Total degrees of curvature in main road,	2,110° 47'.

Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,	31 miles.	
Total length of straight line in branches,	-	-
Aggregate length of wooden truss bridges,	559 feet.	
Aggregate length of all other wooden bridges,	335 feet.	
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	51	
Number of railroads crossed at grade,	3	
Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	13	
Flag stations,	3	
Whole number of way stations,	13	
Whole number of flag stations,	3	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	93,919	
Miles run by freight trains,	46,544	
Miles run by other trains,	2,370	
Total miles run,		142,833
Number of passengers carried in the cars,	210,263	
Number of passengers carried one mile,	3,467,590	
Number of tons of merchandise carried in the cars,	91,466	
Number of tons of merchandise carried one mile,	1,934,717	
Number of passengers carried one mile, to and from other roads,	No means of ascertaining.	
Number of tons carried one mile to and from other roads,	No means of ascertaining.	
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 to 30 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	10 miles per hour.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	3,270,228	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$9,804 76	
For repairs of wooden bridges,	219 10	
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$33.00,	1,222 24	
For wages of gate-keepers, average per month, \$	-	-
For wages of signal-men, average per month, \$	-	-
For wages of watchmen, average per month, \$35.00,	933 17	
Number of men employed, exclusive of those engaged in construction,	125	

For stations, buildings, and fixtures, per last report,	\$68,964 82	
For stations, buildings, and fixtures paid during the past year,	10,503 13	
Total amount expended for stations, buildings and fixtures,		\$79,467 95
For land, land-damages and fences, per last report, .	181,038 42	
For land, land-damages and fences, paid during the past year,	4,502 32	
Total amount expended for land, land-damages and fences,		185,540 74
For locomotives, per last report,	59,248 86	
For locomotives paid during the past year,	80 00	
Total amount expended for locomotives,		59,328 86
For passenger and baggage cars, per last report, . .	17,612 71	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		17,612 71
For merchandise cars, per last report,	60,495 81	
For merchandise cars, paid during the past year, . .	Nothing.	
Total amount expended for merchandise cars,		60,495 81
For engineering, per last report,	31,063 27	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		31,063 27
For agencies and other expenses, per last report, . .	-	-
For agencies and other expenses, paid during the past year,	417 59	
Total amount expended for agencies, and other expenses,		417 59
Total cost of road and equipment,		\$1,342,593 73

CHARACTERISTICS OF ROAD.

Length of road,	45 69-100 miles.
Length of single main track,	44 93-100 miles.
Length of double main track,	76-100 mile.
Length of branches owned by the company, stating whether they have a single or double track,	- -
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	4 94-100 miles.
Weight of rail per yard in main road,	57½ lbs.
Weight of rail per yard in branch roads,	- -
Specify the different weights per yard,	- -
Maximum grade, with its length in main road, . . .	{ 48 ⁴⁸ / ₁₀₀ feet for 3 ⁴⁴ / ₁₀₀ miles, except terminus at Worcester, 52 ⁸ / ₁₀ per mile for 800 feet, and at Nashua 49 ⁶⁸² / ₁₀₀₀ feet for 3,100 ft.
Maximum grade, with its length in branch roads, .	- -
Total rise and fall in main road,	1,151 ⁸¹ / ₁₀₀ feet.
Total rise and fall in branch roads,	- -
Shortest radius of curvature, with length of curve, in main road,	{ 1,146 feet for ⁸⁸ / ₁₀₀ mile, except curve at Groton Centre and terminus at Worcester.
Shortest radius of curvature, with length of curve, in branch roads,	- -
Total degrees of curvature in main road,	2,110° 47'.

Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,	31 miles.	
Total length of straight line in branches,	-	-
Aggregate length of wooden truss bridges,	559 feet.	
Aggregate length of all other wooden bridges,	335 feet.	
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	51	
Number of railroads crossed at grade,	3	
Remarks,	-	
Way stations for express trains,	-	-
Way stations for accommodation trains,	13	
Flag stations,	3	
Whole number of way stations,	13	
Whole number of flag stations,	3	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	93,919	
Miles run by freight trains,	46,544	
Miles run by other trains,	2,370	
Total miles run,		142,833
Number of passengers carried in the cars,	210,263	
Number of passengers carried one mile,	3,467,590	
Number of tons of merchandise carried in the cars,	91,466	
Number of tons of merchandise carried one mile,	1,934,717	
Number of passengers carried one mile, to and from other roads,	No means of ascertaining.	
Number of tons carried one mile to and from other roads,	No means of ascertaining.	
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 to 30 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	10 miles per hour.	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	3,270,228	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$9,804 76	
For repairs of wooden bridges,	219 10	
For renewals of iron, including laying down,	-	-
For wages of switchmen, average per month, \$33.00,	1,222 24	
For wages of gate-keepers, average per month, \$	-	-
For wages of signal-men, average per month, \$	-	-
For wages of watchmen, average per month, \$35.00,	933 17	
Number of men employed, exclusive of those engaged in construction,	125	

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),	\$33 24	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	14 35	
Total for maintenance of way, . . .		\$12,226 86
MOTIVE POWER AND CARS.		
For repairs of locomotives, . . .	7,614 06	
For new locomotives to cover depreciation, . . .	-	-
For repairs of passenger cars, . . .	1,840 98	
For new passenger cars to cover depreciation, . . .	-	-
For repairs of merchandise cars, . . .	2,967 46	
For new merchandise cars to cover depreciation, . . .	-	-
For repairs of gravel and other cars, . . .	543 51	
Total for maintenance of motive power and cars, . . .		12,966 01
Number of engines, . . .	8	
Number of passenger cars, . . .	6	
Number of baggage cars, . . .	3	
Number of merchandise cars, . . .	{ 45 8-wheel box, 24 4-wheel box, 24 8-wheel platform, 3 4-wheel platform.	
Number of gravel cars, . . .		20
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, . . .	23,857 12	
Coal, . . .	-	-
For oil used by cars and engines, . . .	1,962 22	
For waste and other material for cleaning, . . .	510 07	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	11,300 93	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	14,398 50	
For gratuities and damages, . . .	73 00	
For taxes and insurance, . . .	1,141 67	
For ferries, . . .	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	480 54	
For interest, . . .	9,998 32	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, . . .	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	11,675 15	
Total miscellaneous, . . .		75,397 52
Total expenditures for working the road, . . .		\$100,590 39
INCOME DURING THE YEAR.		
For Passengers :—		
1. On main road including branches owned by company, . . .	99,788 68	
2. To and from other roads, specifying what, . . .	-	-

<i>For Freight :—</i>		
1. On main road and branches owned by company,	\$77,372 52	
2. To and from other connecting roads, . . .	1,776 96	
United States mails, [Express,] . . .	3,105 39	
Rents, . . .	161 17	
[Miscellaneous receipts,] . . .	193 65	
Total income, . . .		\$182,398 37
Net earnings, after deducting expenses, . . .		\$81,807 98
DIVIDENDS.		
5 per cent. Total, . . .		76,039 50
Surplus not divided, . . .	5,768 48	
Surplus last year, [balance,] . . .	11,451 88	
Total surplus, . . .		17,220 36

No passenger has been injured on this road during the past year.

ALEX. DE WITT.
JACOB FISHER.
STEPHEN SALISBURY.
A. E. HILDRETH.
THOS. CHASE.
GEO. T. RICE.
GEO. BOWEN.
SETH W. FOWLE.

WORCESTER, ss. *December 22, 1853.* Then personally appeared Alexander De Witt, Jacob Fisher, Stephen Salisbury, A. E. Hildreth, Thomas Chase, Geo. T. Rice, George Bowen and Seth W. Fowle, above-named, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, T. W. HAMMOND, *Justice of the Peace.*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massachusetts and New Hampshire, having examined the foregoing report, believe it to be correct, and approve the same.

ISRAEL HUNT,
Commissioner for New Hampshire.

A. A. WILLIAMS,
Commissioner for Massachusetts.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of said Company, in Worcester, on the thirty-first day of December, 1853, for the purpose of investigating the accounts of said company, and for deciding what sums of expenditure made by said company, are applicable to that part of said road lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the State of New Hampshire; and having examined the accounts of said company, we find that the total expenditures for construction, to the 30th day of November, 1853, inclusive, is

\$1,342,593 73

Of this amount, the cost of road and equipment, we apportion as follows, to wit:—

To Massachusetts,	\$1,226,535 22
To New Hampshire,	116,058 51
	<hr/> 1,342,593 73

RECEIPTS.

The whole amount of receipts, to November 30, 1853, inclusive, was as follows, viz.:—

For transportation of passengers,	\$99,788 68
“ “ of merchandise,	77,372 52
“ “ of mails,	3,105 39
“ express,	1,776 96
“ rents and miscellaneous receipts,	354 82
	<hr/> \$182,398 37

This amount we apportion—

To Massachusetts,	\$155,930 85
“ New Hampshire,	26,467 52
	<hr/> \$182,398 37

EXPENSES.

Repairs of road,	\$9,804 76
“ of bridges,	219 10
Wages of switchmen,	1,222 24
“ of watchmen,	933 17
Removing snow and ice,	33 24
Repairs of fences,	14 35
“ of locomotives,	7,614 06
“ passenger cars,	1,840 98
“ merchandise cars,	2,967 46
“ gravel cars,	543 51
Fuel,	23,857 12
Oil and tallow,	1,962 22
Waste,	510 07
Passenger expenses,	11,300 93
Freight “	14,398 50
Gratuities and damages,	73 00
Taxes and insurance,	1,141 67
Repairs, stations and fixtures,	480 54
Interest,	9,998 32
General expenses, including salaries,	11,675 15
	<hr/> \$100,590 39
Net income,	<hr/> \$81,807 98

This amount we apportion as follows, viz. :—

To Massachusetts,	\$85,996 16
“ New Hampshire,	14,594 23
	<hr/> \$100,590 39

Length of road in Massachusetts,	39 $\frac{6}{100}$ miles.
“ “ New Hampshire,	6 $\frac{63}{100}$ “
	<hr/>
Total,	45 $\frac{69}{100}$ “

Said Commissioners also find on examining the books of said company, that said corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire respectively, agreeable to the Act of said State of Massachusetts creating the Worcester and Nashua Railroad Company, and the Act of the State of New Hampshire uniting the Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

ISRAEL HUNT,

Commissioner for New Hampshire.

A. A. WILLIAMS,

Commissioner for Massachusetts.

FIRST ANNUAL REPORT
OF THE
WRENTHAM BRANCH RAILROAD COMPANY.

*To the Honorable the Senate and the House of Representatives of the
Commonwealth of Massachusetts :*

The undersigned, Directors of the Wrentham Branch Railroad Company, respectfully submit this, the First Annual Report of said company.

Pursuant to legal notice, said company held a meeting, accepted the act of incorporation, and was duly organized.

They have caused surveys, plans and estimates to be made, but the final location has not been determined upon ; neither have they procured sufficient subscription to the stock of their company to warrant their putting the same under contract.

ARTEMAS ALDRICH.
J. H. ARCHER.
DAN'L A. COOK.

NORFOLK, ss. *December 27, 1853.* Personally appeared, the above-named Artemas Aldrich, Jason H. Archer and Daniel A. Cook, and made oath to the truth of the above return.

Before me,

CALVIN FISHER, JR., *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
BARRE AND NORTH BROOKFIELD RAILROAD
COMPANY.*

To the Secretary of the Commonwealth of Massachusetts :

The undersigned, Directors of the Barre and North Brookfield Railroad Company, respectfully present this their Second Annual Report.

The company have, since the last annual report of the directors, effected an arrangement with the Boston and Worcester, and Western Railroad Corporations, whereby the above-named corporations guarantee that one thousand shares, or one hundred thousand dollars of their stock, shall pay seven per cent. per annum, three and one-half per cent. semi-annually for 20 years.

This arrangement renders it almost certain that the entire capital stock of the road will be taken up within a short time.

They also report that the final location of the road was commenced in October last, and it is intended to resume it on the opening of spring, and complete it in season to be filed with the county commissioners previous to the 1st of May next; and that the prospect is at present favorable for the construction and completion of the road within the time limited in their charter.

All which is respectfully submitted by

EDWARD DENNY,
SETH CALDWELL,
SPENCER FIELD,
J. W. JENKINS, JR.,

Directors of the Barre and North Brookfield Railroad Company.

WORCESTER, ss. *January 31, 1854.* Then the above-named Seth Caldwell, Spencer Field and J. W. Jenkins, Jr., personally appeared before me and made oath that the within return, by them subscribed, is true, according to their best knowledge and belief.

EDWIN WOODS, *Justice of the Peace.*

* Return received too late for insertion in its proper place.

FIRST ANNUAL REPORT
OF THE
BELLINGHAM BRANCH RAILROAD COMPANY.*

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The company was organized in the year eighteen hundred and fifty-three. The location of the road has been filed according to law. Nothing has been done on the construction of the road which renders further report necessary.

WILLIS COOK,
AARON RATHBURN,
LYMAN A. COOK,
E. HARRIS,
GARDNER COLBY,
Directors.

STATE OF RHODE ISLAND, &c.

PROVIDENCE, ss. CUMBERLAND, *January 30, 1854.* Then appeared, the above-named Willis Cook, Aaron Rathburn, Lyman A. Cook and Edward Harris, and made oath to the truth of the foregoing report, by them subscribed.

Before me, L. B. ARNOLD, *Justice of the Peace.*

SUFFOLK, ss. *January 31, 1854.* Then personally appeared the above-named Gardner Colby, and acknowledged the foregoing instrument to be his free act and deed.

Before me, JAMES READ, *Justice of the Peace.*

* Return received too late for insertion in its proper place.

APPENDIX.

TELEGRAPH RETURNS,

Under the Act of May 23, 1851, chap. 247.

Name,	{ BOSTON AND PORTLAND TELEGRAPH COMPANY.	{ COMMERC'L TELEGRAPH COMPANY.
Line and location, . . .	{ Boston and Portland, by Eastern R. R. route.	{ Boston to New York, via Providence, Springfield, Hartford and N. Haven.
Capital actually paid in, .	\$22,000 00	\$40,000 00
Capital how invested, .	In the purchase of the line.	{ In said telegraph line, with its instruments, apparatus, &c.
Real Estate,	-	{ None, except easements and rights of way.
Real Estate, value of, .	-	Nothing.
Annual Receipts, . . .	\$7,730 22	{ Now worked under lease and contract.
Annual Expenditures, .	6,184 18	-
Cash on hand,	None.	\$111 07
Credits on Book Account,	None.	None.
Amount of Indebtedness,	{ Contingent, but esti- mated not to exceed \$10,000.	Nothing.

A B S T R A C T
OF THE
RETURNS OF THE RAILROAD CORPORATIONS
OF THE
STATE OF MASSACHUSETTS,
FOR 1853.

PREPARED ACCORDING TO LAW
BY THE SECRETARY OF THE COMMONWEALTH.

CHAPTER 102.

An Act relating to the Annual Reports from Railroad Corporations.

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :—

SECT. 1. The annual reports now by law required from the directors of the several railroad corporations within this Commonwealth, shall hereafter be by them transmitted to the Secretary of the Commonwealth, on or before the thirty-first day of December in each year. The said Secretary shall, as soon as may be, after receiving the said reports, cause three thousand copies to be printed as Document Number two of the Senate, and shall submit the same to the Legislature at as early a period of its annual session as may be practicable. The Secretary shall also prepare, and cause to be printed with, and attached to the reports, a brief abstract thereof, showing the leading statistics of the several railroads in form, as follows, together with such other information as he may deem useful :—

Name of road.	Capital.	Capital paid in.	Cost.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Net earnings.	Dividends.	Debt.	Surplus.	Casualties.	
															Fatal.	Not fatal.

SECT. 2. Every railroad corporation, as aforesaid, neglecting to comply with the provisions of the first section of this act, shall forfeit to the use of the Commonwealth, to be recovered by the treasurer thereof, fifty dollars for each and every day's neglect.

SECT. 3. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed. [Approved April 30th, 1851.]

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